MICROFILM

START OF ROLL

ROLL NO.

#56

FGI-321(2) North Powder River Sec., 1950
Old Oregon Trail Hwy.

#3385

RECEIVED
AUG 20 1951
FOR FILING

FGI - 321 (2)
FI - 321 (3)
3385

Mrs Lewis

August 17, 1951

Plywood Cash & Carry
1944 North Lombard Street
Portland 17, Oregon

Attention: D. W. Bayless

Gentlemen:

We have your letter of August 15 concerning your claim against George E. Berry on State Highway Contract No. 3385. If the material furnished to Mr. Berry was used in Contract 3385 you are correct in assuming that your claim is protected under the performance bond for this contract. If you wish to protect your claim for a period longer than six months following completion and acceptance of the job it is suggested you file your claim with the Secretary of State. This job has not yet been completed, although the time-limit in the contract is set for September 30, 1951. We will again notify the surety and the contractor that your claim is unsatisfied.

The States does not attempt to act as a judge in determining the validity and amount of these claims, but we do as a general policy withhold final payment on a contract until we have been advised that all claims are satisfactorily adjusted.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-17-51 gl

Mrs Lewis

August 17, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated August 15 from Plywood Cash & Carry again stating that Mr. Berry owes them for plywood furnished on State Highway Contract No. 3385 for grading, topping and structures on the North Powder River Section of the Old Oregon Trail in Union and Baker counties.

This information is passed on to you as your Company appears as the surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - M. L. & C. R. O'Neil and
George E. Berry
Box 346
North Powder, Oregon

[illegible] ON CARD
8-17-51

Plywood Cash & Carry
Paul Trojel
1944 N. LOMBARD STREET (CORNER OF DENVER)
PORTLAND 17, OREGON
BUS. TW ~~XXXX~~ 1169 - RES. UN 3139

August 15, 1951

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

In your letter to us of June 28th regarding our claim against George E. Berry you state in the last paragraph that our claim is noted in your records and we are wondering if this is all that is necessary to protect our claim against the final estimate on State Highway Contract No. 3385.

It is very apparent to us that Mr. Berry does not have honorable intentions toward the payment of our merchandise and we wish to protect ourselves in every way possible. In a conversation with Mr. Trojel and myself he stated that there was nothing wrong with the quality of the plywood but he wants us to adjust our price to compensate him for damages incurred in shipping. It seems that Mr. Berry has looked for most any excuse to get out of paying as a child should know that we would not be responsible for damages in transit.

We interpret the laws that you mailed us to the effect that we are now protected but if we desire this protection extended beyond February 28th, 1952 that we should file our claim with the Secretary of State.

Very truly yours,

Plywood Cash & Carry

DWBayless

D. W. Bayless

Geary
prepare reply

NOTED ON CARD
8-16-51

RECEIVED
AUG 16 1951
STATE HIGHWAY COMMISSION

RECEIVED
JUL 9 1951
FOR FILING

781 - 321 (2)
91 - 321 (3)
3385

Mrs Lewis

June 28, 1951

Plywood Cash & Carry
1944 North Lombard Street
Portland 17, Oregon

Attention: Mr. D. W. Bayless

Gentlemen:

We have your letter of June 27 concerning $584.14 owed to you by Mr. Berry for plywood shipped to him at North Powder, Oregon, May, 1951. From the description you have given us, it appears that the contract referred to is State Highway Contract No. 3385 awarded to M. L. and C. R. O'Neil and Geo. E. Berry, Box 346, North Powder, Oregon. This contract is for grading, topping and structures on the North Powder River Section of the Old Oregon Trail in Union and Baker counties.

The contractor is required to furnish a performance bond with each state highway contract. This bond not only provides for satisfactory completion of the contract but payment of all bills incurred in connection with the contract. Great American Indemnity Company through Wells-Reed Insurance, 412 Failing Building, Portland 4, provided the bond with the above-mentioned contract.

The time-limit on this job is set for September 30, 1951. In the event that you wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission it is suggested that you file your claim with the Secretary of State. For your convenience in so doing we have attached excerpts from the Oregon Law outlining the necessary procedure. In the meantime your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By__________________________
Acting Secretary

NOTED ON CARD
6-28-51

FAQ:md
Enc.

Plywood Cash & Carry

Paul Trojel
1944 N. LOMBARD STREET (CORNER OF DENVER)
PORTLAND 17, OREGON
BUS. TW XXXXX - RES. UN 3139
1169

June 27, 1951

3385

Mr. H. B. Glasyier,
Secretary of State Highway Comm.,
State Office Building,
Salem, Oregon

Dear Sir:

Under date of May 22nd a Mr. Geo. Berry of Beaverton, Oregon ordered us to ship him at North Powder, Oregon 63 pcs. of 3/4" Exterior Plywood on a c.o.d. basis in the amount of $584.14 fob Portland, Oregon. The freight line failed to mark the bill of lading c.o.d. and did not collect for same, and after waiting 30 days we contacted Mr. Berry by phone and he states that he is paying no one until the damages received in transit are adjusted to his satisfaction.

We have been advised that we are entitled to full payment for our merchandise as the plywood became the property of Mr. Berry upon delivery to the carrier who issued the bill of lading. Any damages in transit whether by the public carrier or Mr. Berry's own truck would be out of our jurisdiction.

We understand that Mr. Berry is co-signer with Mr. M. L. Oneill on the North Powder River Section of a State Highway Contract and we wish to file a claim against this contract for materials furnished, and respectfully request that we be furnished your regular forms for submitting same.

Very truly yours,

Plywood Cash & Carry

D W Bayless
D. W. Bayless

cc: George Berry, North Powder, Ore.

RECEIVED
JUN 28 1951
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

6-28-51 gC

RECEIVED
JUL 9 1951
FOR FILING

Mrs Lewis

701-321 (2)
71-321 (3)
3385

June 28, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated June 27 from Plywood Cash and Carry, 1944 North Lombard Street, Portland 17, advising that they have an unpaid claim in the amount of $584.14 for plywood shipped to Mr. George Berry at North Powder on May 22, 1951. They state in their letter that the freight line failed to mark the bill of lading c.o.d. and did not collect for the same, and that Mr. Berry says he will not pay for the material until damages received in transit are satisfactorily adjusted.

It appears that the material was furnished for State Highway Contract No. 3385 for grading, topping and structures on the North Powder River Section of the Old Oregon Trail in Union and Baker counties. This contract was awarded to M. L. and C. R. O'Neil and Geo. E. Berry on August 21, 1950.

The above information is provided as your Company appears as surety on the performance bond furnished with Contract No. 3385.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By__________________________
Acting Secretary

FAQ:md

cc - M. L. & C. R. O'Neil and Geo. E. Berry
Box 346
North Powder, Oregon

NOTED ON CARD
6-28-51

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

February 1, 1951

71-321 (3)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-321(3)
North Powder River Section

Dear Sir:

Enclosed for your file is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
FEB 9 1951
OREGON
STATE HIGHWAY COMMISSION

R 2 (Revised 1946)

225

State **Oregon**

Project No. **FI 322(3)**

Federal Aid

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this ________ day of JAN 2 4 1951, 19____, by and between **The Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the **3rd** day of **March**, 19**50**, a program, which was approved on the **14th** day of **April**, 19**50**, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the **3rd** day of **August**, 19**50**; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of **seventy-two thousand and 00/100** dollars ($**72,000.00**) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917, Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1203+00 in the SW 1/4, Section 22, T-6-S, R-39-E, W.M., and survey station 1253+00 on the east boundary of the west half of Section 27, T-6-S, R-39-E, except stations 1216+61 to 1218+45, length 0.912 miles, in Union and Baker Counties being Oregon Federal Aid project No. FI 321(3), consisting of 0.897 miles of roadway and one bridge of more than 20 feet clear span, 0.015 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-two thousand and 00/100 dollars ($72,000.00), which does not exceed the authorized Federal pro rata share of one hundred eighteen thousand eight hundred eighty-seven and 15/100 dollars ($118,887.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
H B Glaisyer
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

1951

RECEIVED
FOR FILING

FI-321(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-321(3)
North Powder River
Section, Old Oregon Trail

Dear Sir:

We are forwarding herewith two copies of proposed project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

January 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FGI-321(2)
North Powder Overcrossing
of the Union Pacific Railroad

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

225

State Oregon

Project No. FGI 321(2)

Federal Aid Railway-Highway

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of January, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of March, 1950, a program, which was approved on the 14th day of April, 1950, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3rd day of August, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-two thousand seven hundred seventy-eight and 00/100 dollars ($52,778.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1216+61 and survey station 1218+45, all in the SW 1/4, Section 22, T. 6 S., R. 39 E., B.M., without exception

length 0.035 miles, in Union County, being Oregon Federal Aid/ Railway-Highway project No. FGI 321(2), consisting of 0.000 miles of roadway and one bridges, [illegible] more than 20 feet clear span, 0.035 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-two thousand seven hundred seventy-eight and 00/100 dollars ($52,778.00), which does not exceed the authorized Federal pro rata share of fifty-two thousand seven hundred seventy-eight and 00/100 dollars ($52,778.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 132

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest H B Glaisyer
SECRETARY

By Ben R. [illegible]
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By H E Andrews
Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
JAN 16 1951
FOR FILING

[illegible]
[illegible]
[illegible]

January 10, 1951

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are five copies each of two encroachment resolutions adopted by the City of North Powder in connection with Oregon Project FI-321(3). One resolution covers that portion of the project on the main route of the Old Oregon Trail. The other resolution covers the easterly connection with the Old Oregon Trail which will become State Secondary Highway No. 343 upon completion of the relocated Ladd Canyon section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JFH:MM
Encl.

cc: John W. Cattrall
S. H. Probert

8-50 25M 8-50 42266

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed is a suggested letter of transmittal to the B.P.R. with five copies each of two encroachment resolutions adopted by the City of North Powder for enclosure. These resolutions are the last of those requested by the B.P.R. during your recent discussion with the Bureau.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Encl.

RECEIVED
JAN 31 1951
FOR FILING

FI-321(2) [illegible]

December 28, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon.

Dear Sir:

Your letter of December 21 questioned the State's jurisdiction over cross streets on the proposed Oregon Project No. #-96(1), South Yamhill River Section of the Three Mile Lane Secondary Highway. We cannot assume that we do have complete jurisdiction over these cross streets; therefore, we will proceedwith the attaining from the City of the usual encroachment resolution.

The same procedure will apply to Projects S-220(3) and FI-321(3).

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

CC Mr. John W. Cattrall

See File S96(1) 3412
for T.M Davis
letter to Baldock
12-28-50

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FOR FILING

71-321 (3)
1345

December 13, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of December 11 re execution of an encroachment resolution and maintenance agreement by the City of North Powder covering the connecting road from the relocated Old Oregon Trail easterly to 2nd Street (the North Powder River County Road).

This connecting road, as constructed under Oregon Project FI 321(3), begins at Station 0+00 (intersection of 2nd Street and "G" Street) and runs westerly to Station 11+25.4 (center line of relocated Old Oregon Trail). From Station 0+00 to approximately 4+00 is located along 2nd Street (the North Powder River County Road) and is covered by an encroachment resolution executed by Union County February 11, 1939. Copies of this resolution were forwarded to your office at that time. From Station approximately 4+00 to the relocated Old Oregon Trail is located on right-of-way purchased by the Oregon State Highway Commission.

For the above reasons no encroachment resolution was obtained from the City of North Powder as it appears the City has no jurisdiction or control over the section involved. Neither was a maintenance agreement executed as the State will maintain this connection as part of the old route of the Old Oregon Trail.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JFH:MM
cc: John W. Cattrall
S. H. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
[illegible]

P. O. BOX 3900
PORTLAND 8, OREGON

December 11, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the encroachment resolution adopted by Union County and the maintenance agreement between Union County and the State Highway Commission, forwarded with your letter of October 27, 1950 in connection with Oregon Project FI-321(3), North Powder River Section of the Old Oregon Trail Highway.

These documents cover that portion of the North Powder River Road, F.A.S. Route No. 488, lying westerly of the relocated Old Oregon Trail Highway and which is being constructed on changed alignment in connection with Project FI-321(3).

To permit preparation of the project agreement it will be necessary, also, to have an encroachment resolution and a maintenance agreement from the town of North Powder covering the relocated portion of the North Powder River Road which lies within the city limits.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

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JAN 30 1951
FOR FILING

FGI-321(2)

2,3,85

December 7, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the North Powder River Overcrossing, Project No. FGI-321 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWM:ew

Encl.

Oregon State Highway Department

Federal Aid Railway
Highway Grade Crossing
Project No. FGI-321(2)

NORTH POWDER OVERCROSSING STRUCTURE ON THE OLD OREGON TRAIL HIGHWAY IN BAKER AND UNION COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1950

Type Code X121
Overcrossing Structure (Sta. 1216+61 to 1218+45)

190	cu. yds.	Structural Excavation	$5.00	$ 950.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
490	cu. yds.	Class "A" Concrete	55.00	26,950.00
125,000	lbs.	Metal Reinforcement	0.09	11,250.00
12,000	lbs.	Miscellaneous Metal	0.40	4,800.00
160	lin. ft.	6" Metal Drain Pipe, Coated	3.50	560.00
				$44,610.00

Work To Be Performed by Union Pacific Railroad Company Forces

All Required	Revision of Facilities, Installation of Guard Rail, Etc.	$ 3,370.00
	Subtotal	$47,980.00
	10% Engr. & Cont.	4,798.00
	Total	$52,778.00

Length 0.035 mile

Federal Aid Funds- $52,778.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529 laws 1939

State Funds for Maint.: Chap. 529, laws 1939.

August 9, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing twelve copies of special provision pages 3 and 4 for Projects Nos. FGI-321 (2) and FI-321 (3), North Powder River Section.

One copy of each page has been marked to show the revised specification.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

July 26, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the North Powder Overcrossing Structure Project No. FGI-321 (2).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.

Oregon State Highway Department

Federal Aid Railway-
Highway Grade Crossing
Project No. FGI-32. (2)

NORTH POWDER OVERCROSSING STRUCTURE ON THE OLD OREGON TRAIL HIGHWAY IN BAKER AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 26, 1950

Type Code X121
Overcrossing Structure (Sta. 1216+61 to 1218+45)

190	cu. yds.	Structural Excavation	$ 6.00	$ 1,140.00
10	cu. yds.	Structural Excavation Below Elevation Shown	8.00	80.00
490	cu. yds.	Class "A" Concrete	60.00	29,400.00
125,000	lbs.	Metal Reinforcement	0.10	12,500.00
12,000	lbs.	Miscellaneous Metal	0.50	6,000.00
160	lin. ft.	6" Metal Drain Pipe, Coated	1.50	240.00
				$49,360.00

Work to be Performed by Union Pacific Railroad Company Forces

All Required	Revision of Facilities, Installation of Guard Rail, Etc.	3,400.00
	Subtotal	$52,760.00
	10% Engr. & Cont.	5,276.00
	Total	$58,036.00

Length 0.035 mile

Federal Aid Funds- -	$55,000.00
State Funds- -	3,036.00
	$58,036.00

NORTH POWDER OVERCROSSING STRUCTURE

PROJECT NO. FGI-321 (2)

The agreement with the Union Pacific Railroad Company concerning the overcrossing structure has not been completely executed by the Highway Commission and the railroad company, but it is now believed the execution of the document will be completed within twenty five days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

July 26, 1950

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FGI-321(2) North Powder Overcrossing Structure on the Old Oregon Trail Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence also will be withheld pending notification the agreement with the Union Pacific Railroad Company concerning the overcrossing structure has been executed.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

RECEIVED
AUG 7 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 30 1951
FOR FILING

71-321 (3)

33

December 7, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the North Powder River Section, Project No. FI-321 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JN:cw

Encl.

Oregon State Highway Department

Federal Aid Project
No. F1-321 (3)

NORTH POWDER RIVER SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER AND UNION COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1950

Type Code 0011
Roadway (Sta. 1203+00 to 1216+61) (Sta. 1218+45 to 1253+00)

All Required		Clearing and Grubbing	$	$ 2,550.00
80	cu. yds.	Trench Excavation, Unclassified	2.00	160.00
230,000	cu. yds.	Borrow Excavation, Unclassified	0.22	50,600.00
7,200	cu. yds.	General Excavation, Unclassified	0.20	1,440.00
5,200	yd. stas.	Short Overhaul	0.01	52.00
10	C-yd. sta.	Long Overhaul	0.35	3.50
0.90	mile	Finishing Roadbed & Slopes	400.00	360.00
96	lin. ft.	84" Corr. Metal Pipe, Uncoated	39.00	3,744.00
110	lin. ft.	18" Concrete Pipe	3.00	330.00
240	lin. ft.	24" Concrete Pipe	4.00	960.00
20,300	cu. yd.	Selected Roadbed Topping	0.45	9,135.00
26,000	yd. mi.	Hauling Roadbed Topping	0.15	3,900.00
400	M-gal.	Sprinkling	1.00	400.00
270	cu. yds.	Structural Excavation	3.00	810.00
240	cu. yds.	Class "A" Concrete	48.00	11,520.00
39,500	lbs.	Metal Reinforcement	0.09	3,555.00
			Subtotal	$89,519.50
			10% Engr. & Cont.	8,951.95
			Total	$98,471.45

Type Code No. x021
North Powder River Bridge (Sta. 1235+80 to 1236+60)

All Required		Shoring, Cribbing, etc.	$	$ 2,000.00
210	cu. yds.	Structural Excavation	5.00	1,050.00
10	cu. yds.	Structural Excavation below elevation shown	10.00	100.00
215	cu. yds.	Class "A" Concrete	52.00	11,180.00
47,000	lbs.	Metal Reinforcement	0.09	4,230.00
			Subtotal	$18,560.00
			10% Engr. & Cont.	1,856.00
			Total	$20,416.00

Length of Roadway	0.897 mile
Length of Bridge	0.015 mile
Total Length	0.912 mile
Cost per Mile, Roadway	$10,977.86

Description	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 98,471.45	$59,636.00	$38,835.45
Bridge	20,416.00	12,364.00	8,052.00
	$118,887.45	$72,000.00	$46,887.45

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

August 9, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of August 4, 1950, we are enclosing one copy of test report for the topping materials to be used on the North Powder Section, Project No. FI-321 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JHM:sw

Encl.

July 26, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the North Powder Section Project No. FI-321 (3).

Six bid proposals and one set of full scale plans are being sent under separate cover. Likewise we are sending four copies of traffic flow map showing traffic conditions at the intersection of the North Powder River Road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.

Oregon State Highway Department Federal Aid Project No. FI-321 (3)

NORTH POWDER RIVER SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, July 26, 1950

Type Code 0011
Roadway (Sta. 1203+00 to 1216+61) (Sta. 1218+45 to 1253+00)

All Required		Clearing and Grubbing		$ 1,000.00
80	cu. yds.	Trench Excavation, Unclassified	$ 3.00	240.00
230,000	cu. yds.	Borrow Excavation, Unclassified	0.33	75,900.00
7,200	cu. yds.	General Excavation, Unclassified	0.20	1,440.00
5,200	yd. sta.	Short Overhaul	0.02	104.00
10	C-yd. sta.	Long Overhaul	0.50	5.00
0.90	mile	Finishing Roadbed and Slopes	800.00	720.00
96	lin. ft.	84-inch Corrugated Metal Pipe, Uncoated	35.00	3,360.00
110	lin. ft.	18-inch Concrete Pipe	3.50	385.00
240	lin. ft.	24-inch Concrete Pipe	5.00	1,200.00
20,300	cu. yds.	Selected Roadbed Topping	0.35	7,105.00
26,000	yd. mi.	Hauling Roadbed Topping	0.14	3,640.00
400	M-gals.	Sprinkling	2.00	800.00
270	cu. yds.	Structural Excavation	3.00	810.00
240	cu. yds.	Class "A" Concrete	55.00	13,200.00
39,500	lbs.	Metal Reinforcement	0.10	3,950.00
			Subtotal	$113,859.00
			10% Engr. & Cont.	11,385.90
			Total	$125,244.90

Type Code No. X021
North Powder River Bridge (Sta. 1235+80 to 1236+60)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
210	cu. yds.	Structural Excavation	5.00	1,050.00
10	cu. yds.	Structural Excavation below Elevation Shown	8.00	80.00
215	cu. yds.	Class "A" Concrete	60.00	12,900.00
47,000	lbs.	Metal Reinforcement	0.10	4,700.00
			Subtotal	$ 21,730.00
			10% Engr. & Cont.	2,173.00
			Total	$ 23,903.00

Length of Roadway	0.897 mile
Length of Bridge	0.015 mile
Total Length	0.912 mile
Cost per mile Roadway	$139,626.42

Description	Total Cost	Federal Aid Funds	State Funds
Roadway	$125,244.90	$74,737.00	$50,507.90
Bridge	23,903.00	14,263.00	9,640.00
	$149,147.90	$89,000.00	$60,147.90

NORTH POWDER RIVER SECTION

PROJECT NO. FI-321 (3)

While negotiations for rights of way are in progress three parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way or rights of entry can be made fully available within twenty five days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

July 26, 1950

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-321(3) North Powder Section of the Old Oregon Trail Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorise your advertising for bids.

Tests of materials from the pit opposite station 1253+00 which are to be used as topping are requested prior to bid opening.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence in award will also be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

T. [illegible] DAVIS
District Engineer

RECEIVED
AUG 7 1950
OREGON
STATE HIGHWAY COMMISSION

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 18, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

April 14, 1950
(Date of approval)

COUNTY Baker and Union

Fourth Supplemental

Route No. FA 1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	93	FI-321 (3)	Xing North Powder River	Construction ~~Survey-Plans~~	20,000	12,000	8,000	0.015	2-lane Br.
	94	FI-321 (4)	S. end FI 321(1) to 1 mi. S. of North Powder	Right-of-Way					
				Construction	175,000	105,000	70,000	0.900	Gr., Dr. & Selected Tp.
				TOTAL	195,000	117,000	78,000	0.915	
REQUESTED REVISION	93	FI-321 (3)	S. end FI-321(1) to 1 mi. S. of North Powder	Survey-Plans					Gr., Dr., Br. and Selected Topping
				Right-of-Way					
				Construction	195,000	117,000	78,000		
				TOTAL	195,000	117,000	78,000	0.915	

Program Balance of changes is $ ______ funds subsequent to approval of this and previously recommended

Program Revision Request

Date July 18, 1950

By Asst. (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change: The work programmed under items numbers 93 and 94 is to be performed under one contract and accordingly it appears desirable to combine the items and to program the work under one project number.

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

August 1, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing twelve copies of special provision page number one for the North Powder River Section, Projects Nos. FGI-321 (2) and FI-321 (3), on which page the time of receiving bids has been changed to August 21, 1950.

Six additional sets of small scale plans are being send under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWM:nd

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FOR FILING

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[illegible]
3385

C
O
P
Y

November 21, 1951

Standard Oil Company of California
P. O. Box 1495
Spokane 10, Washington

Gentlemen:

In your letter of November 19 you state that M. L. and C. R. O'Neil owes you $1,100 for petroleum products delivered on State Highway Contract No. 3285. Our records show that Contract No. 3285 was awarded to Rush Construction Company, 304 West Main Street, Enterprise, Oregon for rock production on the Black Bridge-Halfway Section of the Baker-Homestead and Halfway highways in Baker County. It may be that M. L. and C. R. O'Neil acted as sub-contractors on this. In any event, the above-mentioned contract was completed on April 15, 1950, and accepted by the Commission April 25, 1950. Final payment was mailed on June 5, 1950, and no further amounts are payable on this job.

Contract No. 3385 was awarded to M. L. and C. R. O'Neil and George E. Berry for grading, topping and structures on the North Powder River Section of the Old Oregon Trail in Union and Baker counties. It may be that this is the contract in which you are interested. This job is about 93 per cent complete and there is retained at this time, pending completion of the job, the sum of $11,706.71.

As your letter is in the nature of a claim, will you please let us know in which contract you are interested.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

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SEP 28 1950
FOR FILING

7M1-321(2)-7 321(2)

3385

September 27, 1950

M.L. & C.R. O'Neil and
George E. Berry
Box 346
North Powder, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3385 which was awarded to you on August 21, 1950, covering the North Powder River Section of the Old Oregon Trail in Union and Baker Counties.

We are also sending a fully executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

Recorded

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SEP 7 1950
FOR FILING

FGI-321

3385

September 5, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on August 29, 1950 on Contract No. 3385, North Powder River Section, in connection with Federal Aid Project No. FGI-321 (2), FI-321 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EHP:cw

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AUG 23 1950
FOR FILING

761-321 (2)
91-321 (3)
3385

August 23, 1950

M. L. & C. R. O'Neil
Box 346
North Powder, Oregon

Gentlemen:

The State Highway Commission on August 21 awarded you Contract No. 3385 for grading and topping, and construction of a reinforced concrete railroad overcrossing structure, a bridge over the North Powder River and two box culverts on the North Powder River Section of the Old Oregon Trail in Baker and Union counties. This award was based on your low bid of $156,089.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
G. S. Paxson

RECEIVED FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 21, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Projects Nos. FGI-321(2) and FI-321(3), North Powder River Section of the Old Oregon Trail near the city of North Powder, to M.L. & C.R. O'Neil, North Powder, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

RECEIVED
AUG 17 1950
FOR FILING

71-321(2) 71-321(3)

3385

Salem, Oregon
August 16, 1950

Mr. J. M. Devers
Chief Counsel

Attention: Mr. J. W. DeSouza

Attached hereto, for further handling by you, are two copies of an easement agreement with the Oregon-Washington Railroad and Navigation Company, covering the North Powder Overcrossing project on the Ladd Canyon Section of the Old Oregon Trail in Union County. These copies have been executed by the Oregon State Highway Commission.

After the signatures have been obtained from the Railroad Company Officials, please return one fully executed copy to this office for the Commission's files.

Secretary

rn
attach: 2

FORM E-123 20M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 4, 1950

Memorandum To The Commission:

Attached, for your approval, is the original and one carbon copy of an easement agreement between the Oregon-Washington Railroad and Navigation Company and the State of Oregon relative to the North Powder Overcrossing Project on the Ladd Canyon Section of the Old Oregon Trail in Union County.

It is planned that bids will be received on this project at the Commission Meeting on August 21 and 22, and the agreement is being sent to you for signature prior to the meeting. It has been approved as to form and legality by Mr. J. M. Devers, and also approved by Mr. R. H. Baldock, State Highway Engineer. Please place your initials on Page 3, at the top of the page, where several words have been crossed out.

Secretary

FAQ:amc
Attach:

Mr. Chandler:

Will you please initial the marked out words at top of page 3, and return to this office. Thank you. ✓

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FOR FILING

FI-321 (2)&3

August 8, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reasons for combining the North Powder Projects FI-321 (2) and FGI-321 (3) in a single contract are as follows:

1. Project FGI-321 (3) is an overcrossing structure of a type similar to that of a bridge structure which is a part of Project FI-321 (2). By having both structures built by the same contractor, there should be material savings in the costs of the structures.

2. The overcrossing structure is within the limits of Project FI-321 (2) and some 100,000 yards or more of the embankment materials to be placed under Project FI-321 (2), must be hauled across the structure. Also, the approach embankments at the structure ends are to be placed as a part of Project FI-321 (2). Because of those facts, the having of the two projects contracted to the same contractor should result in better coordination of work and in the avoidance of conflict in operations, which, in turn, should result in earlier completion of the work and in lower cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

FI-321(2)

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-321(2) North Powder Overcrossing Structure on the Old Oregon Trail Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 26, 1950.

Concurrence also will be withheld pending notification the agreement with the Union Pacific Railroad Company concerning the overcrossing structure has been executed.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

TD:re

RECEIVED
AUG 7 1950
OREGON
STATE HIGHWAY COMMISSION

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

FI-321(2+3)

August 4, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-321(3) North Powder Section of the Old Oregon Trail Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Tests of materials from the pit opposite station 1253+00 which are to be used as topping are requested prior to bid opening.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence in award will also be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

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AUG 7 1950
OREGON
STATE HIGHWAY COMMISSION

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FORM E-30 25M 1-50 37535

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1950

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Herewith original and one copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the North Powder Overcrossing in Union County. I have read this agreement over and have no objection to it. I would recommend that, if cleared by Mr. Devers, it be presented to the Highway Commission for execution. I am sending the drafts of the agreement with Mr. Devers' copy of this letter.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc J. M. Devers

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FOR FILING

FORM E-30 25M 6-49 32802

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1950

SUBJECT: File Pux 3

5391

To: Mr. W. C. Williams✓
Mr. G. S. Paxson
Mr. S. H. Probert

OFFICE

NOTED
W. C. WILLIAMS

Gentlemen:

On Tuesday afternoon, June 20th, I discussed with Mr. Betz and with Mr. Baesinger the matter of agreement on the North Powder Overcrossing project.

Mr. Betz advised me that he had not received the necessary engineering data for the preparation of the easement and agreement but that when it is received, he will attempt to get it out as promptly as possible. He advised, however, that at the present time he is swamped with the preparation of instruments and agreements in connection with railroad changes required by the McNary Dam project and that he will have to try to crowd in the North Powder matter.

After talking to Mr. Betz, I talked with Mr. Baesinger, who advised me that the easement description is being checked in Omaha. He had just traced on this and stated that he thought the data would be received from Omaha by the first of next week and, upon its receipt, would be promptly forwarded to Mr. Betz. There was some discussion as to width of the easement to be granted, which matter has been the bone of some prior contention, and I was given the impression that there will be only enough width granted to cover the construction of the present overcrossing project. Mr. Baesinger seemed to be a bit put out by the fact that the Highway Commission felt that we should be granted the full ultimate width of easement at this time. Whether the Portland office is opposing the present granting of the full width is a question which I can not answer, but I formed the impression that it is not meeting with the full recommendation of the Portland office.

Very truly yours,

J. M. DEVERS

By J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. Forrest Cooper

VED

FOR FILING

Const

Project

Grade Xing

5271

May 17, 1950

Mr. Chas. H. Reynolds
Commissioner
State Highway Commission
La Grande, Oregon

Dear Sir:

Reference is made to your letter of May 10 concerning the overcrossing project and approach grading at North Powder.

In general, a different group of contractors follow the structural work than the grading work, and where there is only minor interference between the structure and the adjacent grading, we usually receive better prices where the contracts are let separately. When the two types of work are combined, the general contractor usually subcontracts the work for which he is not particularly equipped and adds onto the subcontractor's price a percentage for his profit and to cover his overhead.

In this particular case, there is very little conflict between the structures and the grading. The approach at the west end of the structure is mostly borrow and is obtained on the west side of the track so that no material would be hauled across the structure itself. There will be a small amount of material to cross the river, but normally, regardless of the way the contract is contracted, the material would be hauled across the river during low-water period.

It so happens that on this particular job we can conveniently contract the grading at the same Commission meeting as the structure, and we have intended to put them up in two separate contracts but allowing the bids to be tied together with a reduction in case both jobs were awarded. In this way we can get the advantage of any savings which could be made under either procedure.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

ASSIGNMENT

No. 6291
By [illegible]

, 1950

ription: Letter 5-10-50 from Chas. H. Reynolds regarding inclusion of structure and grading in one project

Acknowledged by _____ Referred to __PAXSON__________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for ____R.H.B.______ signature

Assignment executed ______ Report received ______

Remarks: 5-17-50

ISSIONERS
CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

May 10, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

In connection with the construction of the overhead at North Powder one of our local implement dealers has advised that on two or three occasions contractors have mentioned to him the fact that if the structure and the grading are included in one project that better bids might be obtained. I am simply giving this information for what it may be worth.

Very truly yours,

Chas H Reynolds

CHR/vlw

REFERRED TO
[illegible]
By State Highway Engineer

RECEIVED
[illegible]

VED
R 24 1950
FOR FILING

FORM E-30X 19M 6-49 32803

[illegible]
[illegible]
PUC Crossing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1950

W. C. WILLIAMS

SUBJECT: File Pux 3

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. E. F. Chidsey
Mr. E. A. Collier
Mr. F. B. Crandall

Gentlemen:

Herewith I hand you copy of PUC Order 24818, issued under date of April 17, 1950, covering the North Powder Overcrossing of the tracks of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) at North Powder, P.U.C. File F-2248.

I believe that the order completely covers all of the things sought to be acquired in the application and at the hearing.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc.

P.U.C. OREGON ORDER NO. 24818

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) at or near North Powder in the Southeast quarter of the Southwest quarter ($SE\frac{1}{4}SW\frac{1}{4}$) of Section 22, Township 6 South, Range 39 East, W.M., in Union County, Oregon.

F-2248

Pursuant to notice, the above entitled matter came on for hearing on Thursday, April 6, 1950, at 9:00 A.M., in the Union County Court House, La Grande, Oregon, before David Don, Chief Engineer, sitting as Examiner for the Commissioner.

The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

F. J. Betz, Attorney, Portland, Oregon
In behalf of Union Pacific Railroad Company and
Oregon-Washington Railroad & Navigation Company

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence, and the law in the matter, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

FINDINGS

That the Commissioner, on January 26, 1950, received in his office application of Oregon State Highway Commission for authority to cross over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) at a point near the South City Limits of the Town of North Powder, which construction will be a part of the revised location of the Old Oregon Trail Highway between La Grande and North Powder.

That the overcrossing structure is necessary and proper for the service, convenience and safety of the public travelling the highway and for the safety of operations of the trains of the Union Pacific Railroad Company.

That the proposed structure will cross over the main line track of Union Pacific Railroad Company's transcontinental railroad route, which carries heavy train movements, both freight and passenger, at this point.

That the petitioner proposes that the construction and maintenance of the proposed overcrossing structure be handled in the following manner:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project without participation on the part of Oregon-Washington Railroad & Navigation Company or Union Pacific Railroad Company, from State and Federal Highway Funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said structure with its approaches and appurtenances after the completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Grant to the State an easement of sufficient width for proper construction of the overpass.

(b) Make such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent location after completion of the project.

(c) Furnish and install guard rails on and along the existing railroad main line track for a distance of one hundred (100) feet on each side of the point of intersection of the highway and railroad center-lines at the said proposed overcrossing.

(d) Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

(e) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

That there should also be installed an additional guard rail on the house track or second siding for a distance of not less than fifty (50) feet from each side of the proposed structure.

That the average daily volume of vehicular traffic is estimated to be 1,750 vehicles per day upon the opening of the overcrossing structure to vehicular movements;

That the average daily volume of train movements at the proposed crossing is 24 per day.

That during the construction period there will be installed falsework adjacent to and on the house track or second siding which is agreeable to the Railroad Companies, having advised all parties in interest that the siding would be closed to train movements until the completion of the project.

That in addition to the impairment on the second siding, the construction of the falsework will bring about a minimum clearance of 21 feet 6 inches from the base of the rail to the under portion of the falsework, with Commissioner's Clearance Order No. 99 requiring a basic vertical clearance of not less than 22 feet from the top of rail.

That the existing grade separation structure on the present highway will have to be retained as part of the highway system of the State of Oregon. and that no benefits by reason of the construction of the overhead structure will accrue to the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company.

That the gradient approaching the proposed overcrossing from the northwest is 0.88% ascending and the gradient approaching the proposed overcrossing from the southeast is 2.22%, which grades are connected by a vertical curve 1,850 feet in length.

CONCLUSIONS

1. That the Ladd Canyon-North Powder section of the relocated highway system between La Grande and North Powder necessitates the crossing of the tracks and right of way of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) at a point in or near North Powder, Oregon and that a grade separation at this point is essential and in the public interest, and the application therefor should be granted.

2. That for the protection of the structure, in addition to the guard rail on the main line track, there should be installed guard rails on the house track or second siding for a distance of 50 feet from the outside limits of the project on each side of the crossing.

3. That there will accrue no benefits to the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company by reason of the construction of the overcrossing, and they should not be required to participate in the costs of construction or maintenance of said overhead structure.

ORDER

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon-Washington Railroad & Navigation Company (Union

Pacific Railroad Company, Lessee) at or near North Powder in the Southeast Quarter of the Southwest Quarter (SE$\frac{1}{4}$SW$\frac{1}{4}$) of Section 22, Township 6 South, Range 39 East, Willamette Meridian, in Union County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that the construction of the project shall be done in a good and workmanlike manner, in substantial conformity with plans and profiles attached to the application and by this reference made a part hereof entitled, "Ladd Canyon-North Powder Sec., Old Oregon Trail, Project Number F1-321(1)", "Drawing No. 9334" and "Drawing No. 9340" and including "Substitute Drawing No. 9450".

IT IS FURTHER ORDERED that in connection with the construction and maintenance of the said project, the following things shall be done by the State of Oregon, through its State Highway Commission:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project without participation on the part of Oregon-Washington Railroad & Navigation Company or Union Pacific Railroad Company, from State and Federal Highway Funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said structure with its approaches and appurtenances after the completion of the project.

IT IS FURTHER ORDERED that, in connection with the construction and maintenance of said project, the following things shall be done by Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company:

(a) Grant to the State an easement of sufficient width for proper construction of the overpass.

(b) Make such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent location after completion of the project.

(c) Furnish and install guard rails on and along the existing railroad main line track for a distance of one hundred (100) feet on each side of the point of intersection of the highway and railroad centerlines at the said proposed overcrossing.

(d) Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

(e) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(f) Furnish and install an additional guard rail on the house track or second siding for a distance of not less than fifty (50) feet from each side of the proposed structure.

IT IS FURTHER ORDERED that temporary impairments made necessary by the installation of falsework be and the same are hereby permitted for clearances not less than those shown on "Substitute Drawing No. 9450".

IT IS FURTHER ORDERED that, upon completion of the project, the falsework shall be removed to provide clearances as indicated on "Substitute Drawing No. 9450" under the heading "Clearance Diagram".

IT IS FURTHER ORDERED that train movements on the house track or second siding shall be stopped during the construction period of the project.

IT IS FURTHER ORDERED that, upon completion of the overcrossing, there shall be assigned thereto the designation 2A-322.5A for identification in the Commissioner's Catalog of the Crossings of the State of Oregon, and Union Pacific Railroad Company shall place and maintain said designation on the overcrossing structure in the customary manner.

Dated at Salem, Oregon, this 17th day of April, 1950.

GEO. H. FLAGG

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

FILING

FORM E-30X 15M 5-49 32603

Mr. W. C. Williams ✓

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1950

SUBJECT: File Pux 3

W. C. WILLIAM

To: MEMORANDUM FOR THE FILE

Hearing on the application of the State Highway Commission on the North Powder Overcrossing matter was held in the County Court House at La Grande, beginning at 9:00 a.m. on Thursday, April 6, 1950, before Mr. David Don, Chief Engineer for the Commissioner, sitting as examiner.

The petitioner, State Highway Commission, was represented by Mr. J. W. DeSouza, and Mr. E. F. Chidsey, Mr. Joe Gately, and Mr. G. S. Paxson were placed on the stand in that order.

Union Pacific Company was represented by Mr. F. G. Betz, Portland, and Mr. L. W. Althoff, Resident Engineer, Portland, Mr. E. S. Spencer, Assistant Land and Tax Agent, Portland, and Mr. C. H. Burnett, Assistant Superintendent, La Grande, were placed on the stand as witnesses.

As a preliminary to the proceedings, oral motion was made to amend the State's petition in accordance with the written motion previously filed. This was granted. During the taking of testimony, Revised Bridge Drawing No. 9450 was substituted for the original print of Drawing No. 9450, filed with the petition.

Union Pacific Company introduced as evidence a copy of General Memorandum No. 325, as Exhibit #1, and map titled "Right of Way and Track Map Oregon-Washington Railroad & Navigation Company Main Line-La Grande to Huntington, as Exhibit #2.

No particular controversy developed during the hearing and it was agreed by Union Pacific Company that siding track #2, known as the "Ice House Track" could be closed under the bridge and for fifty feet each side thereof during the period of construction. This closure will take care of the matter of impaired horizontal clearances during construction, as the minimum will be 8'6". Mr. Paxson testified that the original grade line has been revised so that after the raising of the first and second siding tracks to conform with the grade of the main line track, there will be a minimum vertical clearance of 24'. During the period of construction, the vertical clearance will be impaired to a height of 21'6".

Mr. Gately testified that, based on traffic counts taken Wednesday, March 29th, the existing annual daily average traffic at the present overcrossing structure is calculated to be 1850 vehicles. His testimony was

File Pux 3

to the effect that after construction of the proposed project, 1700 of these vehicles will be diverted to the new structure, leaving 150 vehicles on the existing structure.

The hearing was completed at 10:40 a.m. and I anticipate that an order authorizing the construction of the project will be issued in due course.

J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. F. Chidsey
Mr. F. B. Crandall

VED

FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Projects
Grade Lines

April 3, 1950

W. C. WILLIAMS

Mr. D. J. Callahan
General Tax and Right of Way Agent
Union Pacific Railway Company
Pittock Block
Portland 5, Oregon

Re: File 15727

Dear Mr. Callahan:

Reference is made to your letter of March 17th regarding width of easement at the proposed overcrossing of the Old Oregon Trail at North Powder.

This project is on an inter-regional highway and in order that we avoid any difficulties which might occur when the overcrossing project is presented for Federal approval, a communication was addressed to Mr. W. H. Lynch, Division Engineer, Bureau of Public Roads, on the question in mind.

We now are in receipt of a communication signed by Mr. T. M. Davis, District Engineer, a carbon copy of which is enclosed. It would appear from this that the Portland office of the Bureau of Public Roads considers the acquisition of the full ultimate width of right of way desirable at this time and if a narrower width is contemplated, it will have to be on special authority of higher offices of the Bureau. This possibility introduces the liklihood of delays and it is strongly urged that the full 250 foot width be covered by easement at this time. Frankly, we can not see what insuperable difficulties this should involve as it would appear that the most expeditious and simplest method would be to take care of the entire situation at one time without the necessity of two separate easements separated in time.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc.

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith

DEPARTMENT OF COMMERCE
Bureau of Public Roads

P.O. Box 3900
Portland 8, Oregon

COPY

March 31, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. W. DeSouza

Dear Sir:

Reference is made to your letter of March 28th, file 15727, regarding width of right of way or easement across the Union Pacific Railroad Company right of way at the proposed North Powder Overcrossing by U.S. 30, Oregon proposed project FGI-321 (2).

We note the State has requested from the Railroad Company a 250 foot width of right of way, the same width as now being secured on the other portions of this relocation of the Interstate Highway (U.S. 30). However, from your letter this apparently does not meet the approval of the Union Pacific Railroad Company who suggest a width of 125 feet only.

It is our considered opinion that the obtaining of the full width of 250 feet at this time is very desirable and should a narrower width be submitted it will necessarily be referred by this office to higher levels.

In connection with the 125 foot width mentioned, while we do not have detailed maps of this overcrossing site, the plans which we do have indicate the 125 foot width will not be adequate to accommodate the fill at the north end of the structure.

Very truly yours,

/s/ T. M. Davis
T. M. DAVIS
District Engineer

ED
30 1950
OR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Projects
Grade Xings - Gen

March 28, 1950

W. C. WILLIAMS

Mr. W. H. Lynch
Division Engineer
Bureau of Public Roads
Box 3900
Portland 8, Oregon

Re: File 15727

Attention: Mr. T. M. Davis

Dear Sir:

For some time we have been negotiating with Union Pacific Railroad Company regarding easement across the railroad right of way at the North Powder Overcrossing on the revised location of the Old Oregon Trail Highway in Union County and this communication is addressed to you relative to the matter.

The description sent to the Railroad Company was based upon a total 250 foot width of right of way, which is consistent with the right of way acquired from private individuals on each side of the proposed overcrossing project. Union Pacific Railroad Company has objected to the granting of a full width easement at this time, and has taken the position that the present grant should only include a width of 125 feet in order to cover the construction now proposed.

The project is on an inter-regional highway and the question arises as to whether or not the Federal Government will be satisfied with a 125 foot width at this time, leaving the additional width for future acquisition, or whether it will be required that the full 250 foot width be secured at this time.

Hearing by the Public Utilities Commissioner on the application of the Highway Commission for authority to construct the overcrossing project has been set for Thursday, April 6th, at La Grande, and it will be very much appreciated if we can have some ruling on the question before that time.

For your convenience, this communication is sent to you in triplicate.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc.
cc: Mr. W. C. Williams ✓
Mr. H. G. Smith

EIVED

FOR FI

FORM E-30X 15M 6-49 32803

Court
Grade Sep
PUC Hearing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1950

SUBJECT: File Pux 3

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Notice has been received from the Public Utilities Commissioner that hearing on the North Powder overcrossing matter has been set for 9:00 o'clock a.m. on Thursday, April 6, 1950, at the Union County Court House, La Grande.

I think that it would be very desirable if Mr. H. G. Smith or Mr. E. F. Chidsey could be present to testify regarding the overall highway project, Mr. G. S. Paxson with reference to the bridge design, and Mr. F. B. Crandall with reference to traffic flow. I have already talked to Mr. Paxson and Mr. Crandall by 'phone and will take up the matter with Mr. Smith upon his return from Eastern Oregon.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. H. G. Smith
Mr. E. F. Chidsey
Mr. G. S. Paxson
Mr. F. B. Crandall

D

OR FILING

FORM E-30X 15M 6-49

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1950

SUBJECT: File 15727

To:

Mr. H. G. Smith
Construction Engineer

OFFICE

Dear Mr. Smith:

Reference is made to the matter of description of easement desired across the tracks of Oregon-Washington Railroad and Navigation Company (Union Pacific Company, Lessee) at the new North Powder overcrossing.

Under date of January 26th I wrote to Mr. D. J. Callahan, General Tax and Right of Way Agent, stating that the requirements of the State Highway Commission were for a right of way 150 feet on the easterly side of the center line and 100 feet on the westerly side, making a total of 250 feet in all. This was in accordance with the information furnished to me.

Communication now has been received from Mr. Callahan in which he advises that the necessity for a 250 foot width of right of way across the railroad property is not apparent but on the contrary it is felt that a 125 foot width is all that is essential. If the Highway Department feels it essential that a full 250 foot width be acquired, it will be necessary to give a valid justification for the greater width.

Your prompt advice in the matter will be appreciated.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. W. C. Williams

26-1164 Denver Ave.-Vanport Connection 1950
Sec. of Pac. Hwy. East(Denver Ave.)
about 0.7 mile North Portland.

43386

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3386	7-final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2303	R-33917	$ 2,305.63	2/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1950
Time Extensions: Extended to June 15, 1951
Completion Date: June 15, 1951
Date Accepted: July 16, 1951
Penalties: None of record
Claims: None of record
Remarks:

Received
February 18, 1951
at 2:15 P.M.
Accounting Division

Date: 2-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB [illegible] 1952

[illegible]

2-21-52

RECEIVED
FOR FILING

February 5, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State highway contract No. 3386 for paving on the Denver Ave.-Vanport Connection on the Pacific Highway West in Multnomah County was completed by the contractor, Parker-Schram Company, on June 15 and was formally accepted by the Highway Commission on July 16, 1951.

Final payment in the amount of $2,305.63 will be released to the contractor on or after February 15, 1952. The total contract amount is $16,463.75, of which amount $2,155.15 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
2-5-52, gl

RECEIVED

FOR FILING

26-1164

3386

October 9, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Parker-Schram Company on contract No. 3386, for paving on the Denver Ave.-Vanport Connection Section of the Pacific Highway West in Multnomah County.

This payment, in the amount of $730.50, will be released to the contractor on or after October 19, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON C

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23, 1951

Section Denver Ave. - Vanport Connection

Kind of work Paving

Highway Pacific - West

Section prefix 26 - 1164

Contractor Parker Schram Co

Contract number 3386

Date of contract August 21, 1950

Date of completion October 31, 1950

Date work started Sept. 6, 1950

Estimated date of completion June 15, 1951

Amount of contract $15,810.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $16,484.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1,450.00, 100 %

Date project was completed June 15, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office crew working on semi - final estimate.

NOTED
H.G. SMITH

NOTED
H.W. LIBBY

NOTED
B. A. MARTIN

Signed Lowell A. Johnston

Address Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.20	0.20			0.20
Miles partially completed					
Miles completed	0.20	0.20			0.20
Total estimated quantities	733	723			585
Estimated quantities moved or placed to date	733	723			585
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 26 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
5, 1951
FOR FILING

26-1164

33[illegible]

February 1, 1951

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 243 days, from October 15, 1950 to June 15, 1951, within which to complete your contract No. 3386 for paving on the Denver Ave.-Vanport Connection Section of the Pacific Highway West in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

N. G. Smith

NOTED ON CARD

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

21-11[illegible]

3381

January 15, 1951

Request for extension of time
No. 4
January 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on Contract No. 3[illegible], Denver Avenue-Vanport Connection on the Pacific Highway East, from October 15, 1950 to June 15, 1951.

The contractor was unable to obtain concrete for curb construction due to cement shortage during the month of September, and following that date the weather was unsuitable for the normal prosecution of the paving work.

I would recommend that the extension be granted without penalty.

Very truly yours,

[illegible] H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
SEP 15 1950
FOR FILING

26-1164

3386

September 14, 1950

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3386, for paving on the Denver Avenue-Vanport Connection Section of the Pacific West Highway in Multnomah County, awarded August 21, 1950.

Contract No. 3390, for grading and paving on the Ochoco Ave.-Milwaukie Service Road and Connections Section of the Pacific Highway East in Clackamas County, awarded August 22, 1950.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

ORGEGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
AUG 23 1950
FOR FILING

26-1164

3381

August 23, 1950

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on August 21 and 22 awarded you the following contracts:

Contract No. 3386 for grading and paving on the Denver Avenue-Vanport Connection Section of the Pacific Highway East in Multnomah County. This award was based on your low bid of $15,810.90.

Contract 3390 for service road paving and highway connection grading and paving on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East in Clackamas County. This award was based on your low bid of $21,425.50.

Contract No. 3396 for grading, surfacing and oiling on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County. This award was based on your low bid of $274,110.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

325-1702 Gresham Section on Roberts 1950
#43387 Ave. in Gresham

RECEIVED
FOR FILING

336-17022

3387

OREGON STATE HIGHWAY COMMISSION
(date)
August 27, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3387	3-final	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14356	R-22417	$ 750.00	Aug. 27, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: Oct. 15, 1950

Time Extensions: Extended to July 31, 1951 without penalty

Completion Date: June 21, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 8-28-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
A A Wicklander

RECEIVED
FOR FILING
[illegible]
[illegible]

July 31, 1951

Mr. Porter W. Yott
6500 N. E. Ainsworth St.
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 16, 1951, had under discussion your request for an extension of time of 290 days, from October 15, 1950 to July 31, 1951, within which to complete your contract No. 3387 covering the Gresham (N.E. 5th St.-N.E. 10th Drive) City Streets Section in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

James Don,
Resident Engineer

H. G. Smith,
Construction Engineer

July 30, 1951

Lucille Gradin
City Recorder
Gresham, Oregon

Dear Madam:

Contract No. 3387 with Porter W. Yett for grading and paving on Roberts Avenue from N. E. 5th Street to N. E. 10th Drive was completed June 21, 1951, and accepted by the Highway Commission July 16, 1951.

In accordance with the agreement between the Highway Commission and the City of Gresham, dated August 11, 1950, the City assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, June 21, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

RECEIVED
AUG 7 1951
FOR FILING

326-1711
3387

August 7, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 3387 for work performed on the Gresham (N.E. 5th St.-N.E. 10th Dr.) City Streets Section in Multnomah County was completed by the contractor, Porter W. Yett, on June 21 and accepted formally by the Highway Commission on July 16, 1951.

Final payment in the amount of $750 will be released to the contractor on or after August 17, 1951. The total contract amount is $18,458.62, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 19 51

Section Gresham (N.E.5th Ave. to N.E. 10th Ave.)

Kind of work Grading and Paving

Highway City Street - Roberts Ave.

Section prefix 326-1702

Contractor Porter W. Yett

Contract number 3387

Date of contract August 21, 19 50

Date of completion October 15, 19 50

Date work started May 8, 19 51

Estimated date of completion June 21, 19 51

Amount of contract $ 18,785.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 18,785.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2,100.00, 100 %

Date project was completed June 21, 19 51

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished this project Thursday, except for some clean up along curbs and approaches Sta. 14 to north end of project.

NOTED
H.W. LIBBY

NOTED
H.G. SMITH

NOTED
B. A. MARTIN

Signed James Don
James Don, Res. Eng'r.

Address Portaldn 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.17	0.17			0.17
Miles partially completed					
Miles completed	0.17	0.17			0.17
Total estimated quantities	2,000 C.Y.	1,500 C.Y.			814 Tons
Estimated quantities moved or placed to date	2,000 C.Y.	1,500 C.Y.			814 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	9					1	10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	5						
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers 1..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 26 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 23 1951
FOR FILING

[illegible]

July 20, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Porter W. Yett on contract No. 3387, for grading and paving on the Gresham (N.E. 5th St.-N.E. 10th Drive) City Street Section in Multnomah County. This payment, in the amount of $11,679.03, will be made on or after July 30, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Yate,Westenfelder & Berg,Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD
7-20-51 gl

RECEIVED
JUL [illegible] 1951
FOR FILING

326-17[illegible]

3-17

July 2, 1951

Request for extension of time
No. 4
July 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on Contract No. 3387, Gresham City Project, from October 15, 1950, to July 31, 1951.

Prior to the work's being done by the contractor, the City of Gresham was to relocate the water mains and utilities below the pavement subgrade. Failure of the City to perform this work before wet weather set in made it impractical for the contractor to work on this project until good weather this spring.

For this reason I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh hi
Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
[illegible] 1950
FOR FILING

[illegible]

3387

September 11, 1950

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3387 which was awarded to you on August 21, 1950 by the State Highway Commission, covering the Gresham (N.E. 5th St.-N.E. 10th Dr.) City Street Section in Multnomah County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

9/11-50

NOTED
J. W. CATTRALL

August 24, 1950

Lucille Gradin
City Recorder
Gresham, Oregon

Dear Madam:

This is to inform you that the State Highway Commission awarded Contract No. 3387 to Porter W. Yett on August 21 for the improvement of Roberts Avenue as a special city allotment project. The contract calls for completion of the work on or before October 15, 1950.

For your information, the estimated total cost of this project based on the bid received is $21,250. No refund of the City's advance deposit will be made until final costs are available; however, for budgetary purposes, the City can reasonably expect a refund in the vicinity of $8,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
AUG 23 1950
FOR FILING

326-1702

3387

August 23, 1950

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on August 21 awarded you Contract No. 3387 for grading and paving on the Gresham Section (Roberts Avenue) in Multnomah County. This award was based on your low bid of $18,785.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

8

SUMMARY OF BIDS RECEIVED

Project Gresham (Roberts Ave) Section F. A. Project No.

Highway City Street Engineer's Estimate 19,810.00

County Multnomah Date Bids Received Aug 21 1950

Name and Address of Bidder	Amount of Bid
1. Porter W. Yett	18,755.—
2. [illegible]	19,123.—
3. [illegible]	19,557.50

Authorization

1. Contract amount $ 18,[illegible]

2. Anticipated Add. items:

None.

State force landscaping

Subtotal, Items 1 to 2 $ [illegible]

3. Cont. & Engr. (12.5 10%) [illegible].13

Subtotal, Items 1 to 3 $ 21,[illegible]

4. Credit for maint. rock

Net authorization, Constr. $ [illegible]

5. Rights of way —

6. Survey 100

Net authorization, Constr.
R. of W. and Survey $ [illegible]

Engineer's Recommendation

[illegible]
Compl. 10/15/50

Asst. State Highway Engineer

1- Porter W Yett	18,785 -
2- [illegible] Evans Co	19,173 -
3- [illegible]	19,[illegible].50

Authorization

1.	Contract amount	$ 18,785 -
2.	Anticipated Add. items:	
	None	
	State force landscaping	
	Subtotal, Items 1 to 2	$ 18,785 -
3.	Cont. & Engr. (~~10%~~ 12.5%)	2,348.13
	Subtotal, Items 1 to 3	$ 21,133.13
4.	Credit for maint. rock	-
	Net authorization, Constr.	$ 21,133.13
5.	Rights of way	—
6.	Survey	100 -
	Net authorization, Constr. R. of W. and Survey	$ 21,233.13

Additional contracts required:

Expected ultimate cost $ 21,233.13

Engineer's Recommendation

[illegible]
Compl. 10/15/50

Asst. State Highway Engineer

State Highway Engineer

District Engineer, P. R. A.

FORM E-30 15M 9-49 31909

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1950

SUBJECT:

To: Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto, for further handling, is one unexecuted copy of an agreement with the City of Gresham covering the improvement of Roberts Avenue from 5th Street to N. E. 10th Drive, a distance of 0.17 mile, in connection with the $250,000 city allotment project.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of Gresham, Oregon.

Secretary

rn
attach: 1

RECEIVED
AUG 15 1950
ENGINEER
COUNTY & CITY RELAT

Salem, Oregon
August 7, 1950

Mr. H. B. Glaisyer
Secretary

Attached is a City of Gresham check payable to the Oregon State Highway Commission in the amount of $14,500. This check represents the city's advance deposit for their share of the Roberts Avenue Special City Allotment project approved by the State Highway Commission on April 24, 1950. An agreement covering this project as approved has been executed by the proper city officials.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

[redacted]
Att.

cc: Mr. M. E. Hawke, Chief Accountant

Gresham - Roberts Avenue from 5th looking north
12-15-49

NOTED
W. CATTRALL
NO.
J. W. CATTRALL

RESOLUTION

10-13 49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Gresham is an incorporated city of the State of Oregon, and has a population of 2723, as given by the latest official census, and

WHEREAS, the following streets of said city, N. E. Roberts Ave., from South edge of N. E. 5th St. to South edge of N. E. 10th Drive.

____

____

____

____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: ______

N. E. Roberts Ave., from South edge of N. E. 5th St. to South edge of N. E. 10th Drive.

____

____

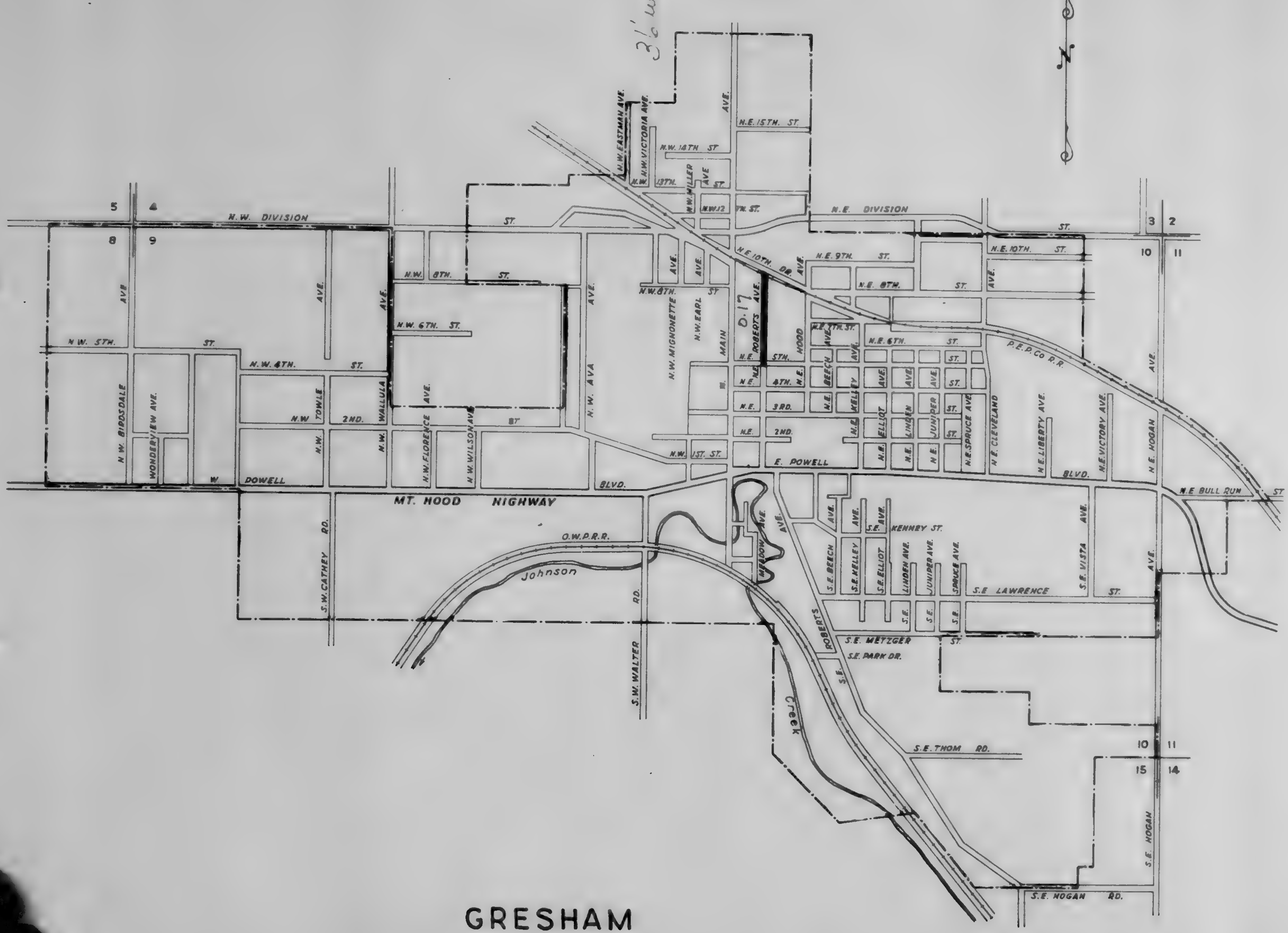
____

____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through


3½' wrs.
0.17
N
N.W. DIVISION ST.
N.E. DIVISION ST.
N.W. BIRDSDALE AVE.
WONDERVIEW AVE.
N.W. 5TH. ST.
N.W. 4TH. ST.
N.W. TOWLE AVE.
N.W. 2ND. ST.
N.W. WALLULA AVE.
N.W. 6TH. ST.
N.W. 8TH. ST.
N.W. FLORENCE AVE.
N.W. WILSON AVE.
N.W. AVA AVE.
N.W. MIGNONETTE AVE.
N.W. EARL AVE.
N.W. 8TH. ST.
N.W. EASTMAN AVE.
N.W. VICTORIA AVE.
N.W. MILLER AVE.
13TH.
N.W. 14TH ST.
N.W. 12 TH. ST.
N.E. 15TH. ST.
N.W. 1ST. ST.
MAIN
N.E. ROBERTS AVE.
N.E. 10TH. DR.
N.E. 9TH. ST.
N.E. 8TH. ST.
N.E. 10TH. ST.
N.E. 7TH. ST.
N.E. 6TH. ST.
N.E. 5TH.
N.E. 4TH.
N.E. 3RD.
N.E. 2ND.
N.E. HOOD AVE.
N.E. BEECH AVE.
N.E. KELLEY AVE.
N.E. ELLIOT AVE.
N.E. LINDEN AVE.
N.E. JUNIPER AVE.
N.E. SPRUCE AVE.
N.E. CLEVELAND AVE.
N.E. LIBERTY AVE.
N.E. VICTORY AVE.
N.E. HOGAN AVE.
N.E. BULL RUN ST.
P.E.P. CO R.R.
W. DOWELL
E. POWELL BLVD.
MT. HOOD HIGHWAY
S.W. CATHEY RD.
S.W. WALTER RD.
O.W.P.R.R.
Johnson Creek
MEADOW AVE.
S.E. ROBERTS AVE.
S.E. BEECH AVE.
S.E. KELLEY AVE.
S.E. ELLIOT AVE.
KENNEY ST.
S.E. LINDEN AVE.
S.E. JUNIPER AVE.
S.E. SPRUCE AVE.
S.E. LAWRENCE ST.
S.E. VISTA AVE.
S.E. METZGER ST.
S.E. PARK DR.
S.E. THOM RD.
S.E. HOGAN RD.
5 4
8 9
3 2
10 11
10 11
15 14

GRESHAM

31-3408 La Grande Building Extension 1950

#[illegible]

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 26, 1952

Cole, Clark & Cunningham
222 S. W. 4th Avenue
Portland, Oregon.

File No.18800

Attention: Mr. M. R. Brown:

Dear Duke:

I hand you herewith Proofs of Loss properly executed by the Commissioner's Secretary, Mr. H. B. Glaisyer due to the wind storm at La Grande which damaged the roof to the maintenance shop building. I am enclosing the Subrogation Receipts unsigned for the reason that in a conversation I had yesterday with Mr. Charles H. Reynolds, State Highway Commissioner, he stated that an Act of God was not subject to subrogation. I am sure that this is satisfactory to you. I am also enclosing a Director's Authorization which sets forth the Commission's authority for Mr. Glaisyer to sign the Proofs of Loss.

We thank you for the processing of this claim and mailing us the checks from the several participating Insurance Companies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

C. W. PARKER
Property Manager

CWP:bu

✓cc: Mr. H. B. Glaisyer

RECEIVED
1952
FOR FILING
FORM E-30X 25M 6-51 50116

31

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 15, 1952

SUBJECT:

original of this letter and attachments given to Claire Parker on Aug. 21, 1952

File # 16001
R/W Files

To:

Mr. H. B. Glaisyer
Secretary
State Highway Department
Salem, Oregon

Dear Sir:

You will find attached, hereto, Proof of Loss, Subrogation Receipt and Director's Authorization, along with a letter, from General Adjustment Bureau, Incorp. These papers having to do with the damage to La Grande Shop roof due to wind storm, as mentioned in telephone conversation with Commissioner Reynolds this morning. These papers are sent to you for execution.

Very truly yours,

E. F. Chidsey
Division Engineer

By

C. D. Cannon
Office Engineer

CDC/pd
attach:

cc: William F. Fulenwider

RECEIVED
JUL 11 1952
FOR FILING

[illegible]

[illegible]

Salem, Oregon
July 8, 1952

Mr. C. W. Parker

Your letter under date of July 7 on the subject of damage and repairs to the La Grande Shop Building, as a result of windstorms early in June, is hereby acknowledged.

In regard to the repairs or compensation for the damage suffered, I have contacted Mr. Chidsey and Mr. Paxson. Mr. Paxson has had no reply to his letter to Bechtel Brothers under date of June 13 which indicates the Highway Commission will hold Bechtel Brothers liable and responsible under the terms of their Contract No. 3388.

I am advised by Mr. Chidsey that Bechtel Brothers are now engaged in making the repairs indicated in Mr. Paxson's letter. However, no one in the La Grande Division Office, or in the Maintenance Office in Salem, has reported the damage or made any claim for the damage to Cole, Clark and Cunningham; therefore, it is quite evident that our insurance company was advised by Mr. Chas. H. Reynolds of the damage and the possibility of our filing a claim.

I am advised that Bechtel Brothers sublet a portion of their Contract No. 3388 to a local roofing firm in La Grande, which constructed the roof damaged by the windstorm, which apparently was not constructed according to our specifications. Therefore, it would appear that Bechtel Brothers are proceeding to make the necessary repairs and that the cost or expense of the same will in no event be borne by Bechtel Brothers; that is, it will either be borne by Bechtel Brothers' subcontractor or by our insurance carrier, Cole, Clark and Cunningham.

I would suggest that nothing be done toward filing a claim with the insurance carrier until such time as we obtain additional details or instructions from Commissioner Reynolds.

W. W. Stiffler

WWS:er

cc Mr. E. A. Collier
Mr. G. S. Paxson

FORM E-90 37,900 4-52 56808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 7, 1952

SUBJECT: #16001

LaGrande Section
Damage- Maintenance Building
Wind storm- June 18 1952

To: MR. W. W. STIFFLER
Assistant Division Engineer
OFFICE

Dear Mr. Stiffler:

I herewith hand you three copies of report from the LaGrande branch of the General Adjustment Bureau to Cole, Clark & Cunningham, Portland, upon damage to State Highway shop building at LaGrande.

It is my understanding from you that we are asking the contractor of this building to repair this roof, due to the same not having been constructed according to the plans and specifications.

I am asking the insurance company to simply hold in abeyance the adjustment they might make upon this loss until I hear what you wish me to do.

Yours very truly,

FORREST COOPER

By CWParker
C.W.PARKER
Property Manager

Encl
CWP/CK

COPY

BKR 2-513-S

GENERAL ADJUSTMENT BUREAU, INC.,
315 Montgomery Street
SAN FRANCISCO, CALIFORNIA,(4)

June 30 1952

MRS. E. ANNE SMITH, Claims Department
Cole,Clark & Cunningham
222 SW 4th Avenue
PORTLAND,OREGON (4)

Dear Mrs. Smith:

RE: State of Oregon (Highway Commission)
Windstorm, June 18, 1952

For the purpose of keeping you informed on this windstorm loss of June 18th, I have interviewed Mr. A.W.Norby, shop superintendent,and resident engineer, C.D.Cannon.

An area of 20x99 of metal roofing was blown off. Normally, this would be considered a run-of-the-mill loss but due to the conditions that are now existing, meaningly the steel strike, the Parker Sheet Metal Company that placed this roof on originally has advised us that they received but an allocation of 400 pounds per month and this job alone will take nearly 1500 pounds of sheet metal, so in the event the local sheet metal man used his complete allotment, it will take four months for him to get enough material to complete this job. In the meantime it willbe necessary to make temporary repairs against further damage as we have been receiving thunder showers that could possibly cause additional damages.

Mr.Cannon, the resident engineer, as well as Mr. Norby, the shop superintendent, have requested that I take this matter up with Mr. E.F.Halik,equipment superintendent in Salem,and that he could contract higher sources in an effort to gain the necessary materials. I am going to have a meeting with the contractor that built this shop as well as the sheet metal man again, at which time I will make a status report to the companies and I will furnish you a cabon copy of this report, thus keeping you apprised of all development.

Very truly yours,

WILLIAM L FULENWIDER
Branch Manager

WLF/q
cc GAB,sf

NOTED
W. W. STIFFLER

C
RECEIVED
FORM 2325X 25M 11-51
FOR FILING

3381

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Office of G. S. Paxson, Bridge Engineer

June 13, 1952

Bechtel Brothers
Elgin, Oregon

Gentlemen:

Re: La Grande Shop Building

During a heavy wind of a few days ago a considerable portion of the standing seam roof on the addition to the La Grande shop blew off. Our investigation shows that three-fourths-inch nails were used at all clips in attaching this roof. The plans on Drawing 9599 very definitely called for 1 3/4-inch nails clinched at the end lock cleats. Had this been done, unquestionably the roof would have remained in place.

Our contract with you, under the paragraph headed "Correction of Work after Final Payment" which is given on page 5 of the general conditions, makes you liable for the remedy of any defects due to faulty workmanship which might appear within a period of one year from the date of acceptance of the completed building. Under this specification we would require that you make good the damage by replacing the roof that has blown off and that you renail the end cleats of the roof which is yet in place in accordance with the plans for the structure.

Please advise when you can get at this work.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc E. F. Chidsey
E. A. Collier
W. C. Williams

Copied for W. W. Stiffler

As per our conversation
LRC
LRC

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING

[illegible]

October 24, 1951

Bechtel Brothers
Elgin
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 91 days, from May 31 to and including August 30, 1951, within which to complete your contract No. 3388 covering shop building alterations at La Grande, Oregon.

I am pleased to inform you that the Commission granted your request without penalty. The Highway Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: E. F. Chidsey,
Division Engineer

C. D. Cannon,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSI
(date)

Oct. 19, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3388	8-final	Bechtel Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17829	B-26478	$4,549.31	Oct. 18, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
A. A. Wicklander

Specified Completion Date:

Time Extensions: May 31, 1951

Completion Date: Extended to Aug. 30, 1951 without penalty

Date Accepted: Aug. 30, 1951

Penalties: Oct. 11, 1951

Claims: None of record

Remarks: None of record

Date: 10-18-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT
A. A. Wicklander

By Floyd Query

Floyd Query
Acting Sectetary

RECEIVED
1951
FOR FILING

21-3408

3388

September 25, 1951

U. S. Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3388, covering alterations on La Grande Shop Building in Union County, was completed by the contractor, Bechtel Brothers, on August 30, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,549.31 will be released to the contractor after acceptance of this project by the Commission. The total contract amount is $44,308.70, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
1951
FOR FILING

September 19, 1951

Request for extension of time
No. 6
October 11 and 12 meeting.

State Highway Commission

Gentlemen:

Re: Shop Building Alterations
at LaGrande
Contract No. 3128
Bechtel Brothers, Contractor

Herewith copy of a request for an extension of time in order to complete the work on the Shop Building Alterations at La Grande. The specified completion date was May 31, 1951. The extension requested is to and including August 30, 1951.

The alterations were completed within the contract time with the exception of the installation of minor material which was not available at that time. This material has been received and the work has now been completed. The State has had the use of the shop building since the contract completion date, and the delay is in no way chargeable to the contractor. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
Attached

cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
SEP 27 1950
FOR FILING

31-3408

3388

September 26, 1950

Bechtel Brothers
Elgin
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3388 which was awarded to you on August 21, 1950 by the State Highway Commission, covering shop building alterations at La Grande, Oregon, Union County.

We are also sending a fully executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

9/26,

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AUG 23 1950
FOR FILING

31-34 08

3388

August 23, 1950

Bechtel Bros.
Elgin, Oregon

Gentlemen:

The State Highway Commission on August 21 awarded you Contract No. 3388 for construction of an extension to the La Grande Shop building in Union County. This award was based on your low bid of $43,998.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
G. S. Paxson

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[illegible] 1950
FOR FILING

31-34[illegible]

3387

La Grande

4-7

May 16, 1950

Oregon State Highway Commission

Gentlemen:

The 1950 budget, approved as to principle, includes the amount of $75,000 for an extension or additions to the La Grande Division office and the La Grande main shop. This amount was tentatively split as $35,000 for the office and $40,000 for the shop. However, a contract has been awarded for an extension to the office building which totals, roughly, $25,000, leaving a balance of $50,000 to apply to the extension of the shop building, which is the total estimated cost by the Bridge Engineer for the project after taking into consideration the recommendations of the Shop Superintendent of La Grande; Mr. Chidsey, Division Engineer; Mr. Malik; and Mr. Collier.

✓ The proposed project involves the construction of a small office addition on the east end of the present shop and the addition of four 24-foot bays on the west end of the building. Also involved is the readjustment of an open storage building immediately west of the shop building.

Your approval to advertise the project for bids as soon as the detailed plans are completed is respectfully requested.

This item will appear on the May agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. W. Stiffler
M. H. Hawke
E. A. Collier

WWS:me er

FORM E-30 25M 1-50 37635

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1950

SUBJECT: LaGrande Equipment Shop Addition

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

We have an item in the Miscellaneous Properties Improvements Budget for constructing an addition to the LaGrande Equipment Shops. This extension and the method of extending existing shop has been thoroughly studied and a detailed plan has been determined on. The Bridge Department is proceeding with the preparation of detailed plans and estimate. The purpose of this letter is to request that you arrange for an agenda item so that this matter may be presented to the Highway Commission at their May 25-26 meeting authorizing the calling of bids for this addition at the June meeting.

The extension now being planned upon involves a small office addition on the east end of the present shop building and the addition of four 24-foot bays on the west end of the building. Also involved will be the readjustment of one storage building which is now located west of the present shop building. The total cost of this extension is estimated to amount to $50,000 - the amount of funds left from the $75,000 placed in the budget for this purpose at the Commission request on December 21, 1949, the extension to the LaGrande Division Office costing approximately $25,000.

[illegible]

Very truly yours,

I A DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

WWS File

2-1601 Corvallis Traffic Signals 1950
3389

RECEIVED
JUN [illegible] 1952
FOR FILING

3389

Mr. Lewis

May 29, 1952

Moody & Lamkin
Suite 211 Oregon Building
Salem, Oregon

Attention: Mr. Douglas L. May

Gentlemen:

As requested in your three letters dated May 27, we are forwarding by separate mail a certified copy of Contract No. 3389 awarded to City Electric, Inc., for installation of traffic signals in Corvallis, and a certified copy of Contract No. 3435 with City Electric, Inc., for the installation of traffic signals in Salem.

We regret that we cannot send a copy of Contract No. 3250 awarded to Sound Construction Company as we have no copies available in this office outside of our contract file copy.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
5-29-52

LPH E. MOODY
WALTER S. LAMKIN
DOUGLAS L. HAY

Moody & Lamkin
ATTORNEYS AT LAW
SUITE 211 OREGON BUILDING
SALEM, OREGON

May 27, 1952

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Glaisyer:

On behalf of the General Electric Supply Corporation, it is requested that we be furnished with a certified copy of State Highway Department contract No. 3309, under which the traffic signals in the City of Corvallis, Oregon were installed, together with a certified copy of the bond furnished by Hartford Indemnity Company to City Electric Inc., principal contractor.

In support of this application there is attached hereto the affidavit of J. J. Brundage, District Manager of General Electric Supply Corporation.

Very truly yours,

MOODY & LAMKIN,

By Douglas L. Hay
Attorneys for General Electric Supply Corporation,

DLH:d

BY SECRETARY

OK

RECEIVED
MAY 28 1952
OREGON
STATE HIGHWAY COMMISSION

ON CARD

GENERAL ELECTRIC
SUPPLY CORPORATION

300 N.W. 14TH AVE.
PORTLAND 8, ORE.

STATE OF OREGON)
) ss
County of Marion)

I, S. S. BRUNDAGE, being first duly sworn, depose and say that I am the District Manager of the General Electric Supply Corporation, and that said General Electric Supply Corporation furnished materials to City Electric Inc., on the installation of traffic signals in the City of Corvallis, Oregon, under State Highway Department Contract No. 3389; that said City Electric Inc. was the principal contractor on said project, which was operating under a bond issued by Hartford Indemnity Company, surety; that said City Electric inc. is indebted to General Electric Supply Corporation in the sum of $11,225.50, the balance due for said materials so furnished, and that this affidavit is made for the purpose of being furnished with a certified copy of said contract and bond.

S S Brundage
District Manager, General Electric Supply Corporation

Subscribed and sworn to before me this 23rd day of May, 1952.

W R Hansen
Notary Public for Oregon
My Commission expires: Nov. 21, 1954

JS-75-A REV. 7-48

RECEIVED
FOR FILING

[illegible]

[illegible]

October 19, 1951

Hartford Accident & Indemnity Company
Hartford 15, Connecticut

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the General Electric Supply Corporation against City Electric, Inc., for materials furnished for the erection of traffic signals in Corvallis on State Highway Contract No. 3389.

This information is provided as your Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md
Attach.

cc - Mr. Merrill D. Ohling
250 North High Street
Salem, Oregon

City Electric, Inc.
245 Center Street
Salem, Oregon

GENERAL (G.E.) ELECTRIC
SUPPLY CORPORATION

300 N.W. 14th Ave.
Portland 8, Ore.

October 11, 1951

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned General Electric Supply Corporation has a claim for materials furnished - traffic signals, holes, wire, and allied materials - in the sum of $10,736.67 against the bond taken from City Electric, Inc. and the Hartford Indemnity Company for the work of installing traffic signals in the city of Corvallis, Oregon under State Highway Department Contract No. 3389.

GENERAL ELECTRIC SUPPLY CORPORATION

By R. C. Senn

Subscribed and sworn to before me this 10th day of October 1951.
Ellen F. Johnson
Notary Public for Oregon.
My Commission Expires Sept.19,1952

(Notarial Seal)

RCS/elw
cc: R. B. Glaisyer, Secretary
State Highway Commission, Salem, Oregon

Hartford Indemnity Co.
c/o Merrill D. Ohling, Salem, Oregon

ENDORSED:
FILE NO. 3302
FILED OCT. 17, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING

2-16-51

3389

October 19, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of October 17 to which was attached three copies of a claim filed with your office by the General Electric Supply Corporation for signal materials furnished to City Electric, Inc., in the sum of $10,736.67 in connection with State Highway Contract No. 3389, your file No. 3302.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md

POSTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 17, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim for materials furnished in the sum of $10,776.67 against the bond taken from City Electric, Inc. principal and the Hartford Indemnity Company, surety for the work of installing traffic signals in the city of Corvallis, Oregon under State Highway Department Contract No. 3309, our file No. 3309.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

ETN:M
Enc.

A 3-15-37

COPY For

GENERAL ELECTRIC
SUPPLY CORPORATION

October 16, 1951

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned General Electric Supply Corporation has a claim for materials furnished - traffic signals, holes, wire, and allied materials - in the sum of $10,736.67 against the bond taken from City Electric, Inc. and the Hartford Indemnity Company for the work of installing traffic signals in the city of Corvallis, Oregon under State Highway Department Contract No. 3389.

GENERAL ELECTRIC SUPPLY CORPORATION

By R C Senn

RCS/elw
cc: H. B. Glaisyer, Secretary ✓
State Highway Commission, Salem, Oregon

Hartford Indemnity Co.
c/o Merrill D. Ohling, Salem, Oregon

RECEIVED
1951
FOR FILING

2-1601

331 (CONTRACT NO.)

ORECON STATE HICHWAY COMMISSION
(date)
July 27, 1951

(EST. NO.)
(CONTRACTOR)

3389
7-final
City Elec. Co. Inc.

(VOUCHER NO.)
(WARRANT NO.)
(AMOUNT)
(DATE)

12097
B-20375
$ 1,991.63
July 26, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wiklander
ACCOUNTING DIVISION

Specified Completion Date: Feb. 28, 1951

Time Extensions: Extended to Sep. 30, 1951 without penalty

Completion Date: June 27, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-30-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 31

A A Wiklander

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JUL 1[illegible] 1951
FOR FILING

3389

July 13, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State Highway Contract No. 3389, covering installation of traffic signals at Corvallis on the Pacific Highway West in Benton County, was completed by the contractor, City Electric, Inc., on June 27, 1951 but has not as yet been accepted by the Commission, however, we anticipate it will be accepted at the next meeting, July 16.

Final payment in the amount of $1,991.63 will be made to the contractor after acceptance by the Highway Commission. The total contract amount is $17,737.71, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling, Insurance
250 N. High Street
Salem, Oregon

[illegible] ON CARD

7-13-51

RECEIVED
FOR FILING

-1601

April 17, 1951

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 13, 1951, had under discussion your request for an extension of time of 214 days, from February 28 to September 30, 1951, within which to complete your contract No.3389 for installation of traffic signals at Corvallis on the Pacific Highway West, Benton County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED

FOR FILING

2-1601

3339

March 19, 1951

Request for extension of time
No. 3
April 12 and 13 meeting.

State Highway Commission

Gentlemen:

Re: Corvallis Traffic Signals
Contract No. 3339
City Electric, Inc., Contractor

Herewith copy of contractor's application for extension of time, from February 28 to and including September 30, 1951, in which to complete the work on the Corvallis Traffic Signals.

We have been in close touch with the contractor's difficulty in obtaining material and feel that he has done all that he can toward expediting this delivery. Because of this fact, we would recommend that the extension be granted without penalty to the contractor.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
OCT 4 1950
FOR FILING

2-1601

2389

October 3, 1950

City Electric, Inc.
245 Center Street
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3389 which was awarded to you on August 22, 1950 by the State Highway Commission, covering traffic signals at Corvallis on the Pacific Highway West in Benton County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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FOR FILING
2-1601

3389

August 25, 1950

City Electric
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract No. 3389 for furnishing and installing traffic signal lights at eight intersections on the Pacific Highway West in Corvallis, Benton County. This award was based on your low bid of $17,689.21.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
G. S. Paxson

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FOR FILING
FORM E-50 25M 9-49 24686

2-1601

3389

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1950

SUBJECT: Corvallis Signals

To: Mr. W. C. Williams

In accord with our phone conversation this date I did contact Mr. Goodnight with regard "cut back" to one signal head as against the two as called for in plans included as Exhibit "A" in our State-City agreement.

Goodnight did not believe there should be any change made in the plans as have been drawn.

FBCrandall
F. B. Crandall
Traffic Engineer

FBC:brs

RECEIVED
[illegible] 1950
FOR FILING

[illegible]
Traffic
Light
Corvallis

August 1, 1950

George Simerville, City Recorder
City Hall
Corvallis, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Corvallis, covering the installation of traffic lights at eight intersections of the Pacific Highway West in Corvallis, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

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FORM E-90X 15M 1-49 29024

2 - 11 1

3387

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August [illegible], 1950

SUBJECT:

To: Mr. G. S. Paxson
Mr. F. B. Crandall

Attached is an unexecuted copy of an agreement with the City of Corvallis covering installation of traffic lights on the Pacific Highway West in Corvallis. Attached to the agreement is a copy of a letter from the Mountain States Power Company giving permission to attach the supervisory cable to the company's poles.

The distribution of this agreement is as follows:

City of Corvallis	1	
Secretary, Highway Commission	1	
Bridge Department	1 - - - -	(Unexecuted)
County and City Relations	1 - - - -	(" ")
Traffic Department	1 - - - -	(" ")

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

RECEIVED
AUG - 1 1950
FOR FILING
FORM E-20X 15M 5-49 31606

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1950

Corvallis

SUBJECT: Preparation of Signal Contracts
US99W - Corvallis

To: G. S. Paxson

Attention: W. A. Reeves

NOTED
W. C. WILLIAMS

Attached hereto are specification plans and cost estimates covering the proposed traffic signal installation on 3rd and 4th Streets (US99W) in the City of Corvallis. The bid estimate on the installation is $21,897. The preparation of the plans and specifications cost $603. Our prefix 5166-602 should be credited with the latter amount through a transfer of costs, which we would appreciate your preparing when you set up a prefix on this job.

This installation was approved by the State Highway Commission at its meeting on February 6, 1950. The City has returned the signed agreements and its check for one-half the cost of installation; however, at the present time we have not received from the City an agreement with the power company covering pole contracts for the supervisory cable.

If at all possible, we would like to have these contracts let at the August meeting; however, the project should not be advertised until the pole agreement has been received by this office.

F. B. Crandall

F. B. Crandall
Traffic Engineer

Attachment

cc: W. C. Williams
E. A. Collier
S. H. Probert

FJ/ls

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FOR FILING
FORM E-30 25M 6-49 22902

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Enclosed is City of Corvallis Check No. 748 dated July 18 in the amount of $12,000 payable to the Oregon State Highway Commission. This check represents the advance deposit on the installation of traffic lights at eight intersections of the Pacific Highway West as provided in an agreement signed by the City of Corvallis.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

above Check received
7/19 & to Acc Div 7/20/50
+ Query

JFH:MM
Encl.

cc: Mr. M. H. Hawke, Chief Accountant

REFERRED TO
BY SECRETARY

1950

R FILING

FORM E-30X 28M 9-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1950

SUBJECT: State-City Agreement
Traffic Signal Installations
US99W - Corvallis

To: Mr. J. W. Cattrall
County & City Relations

Attached hereto are five copies of an agreement covering the proposed traffic signal installations at eight intersections on US99W in the City of Corvallis. Will you please care for further processing of these agreements.

Your attention is drawn to Item 2a under "Things To Be Done By The City" wherein it is required that the City deposit with the State its check for $12,000. Your attention is also drawn to Item 4 under the same heading wherein it is required that the City obtain from the local power company permission to attach the supervisory cable to company owned poles as shown on the plans. Duly executed copies of such permission or agreement should be returned with the signal agreements. At such time as these agreements have been fully executed will you please furnish this office with one copy of the agreement and the pole attachment permit.

F. B. Crandall

F. B. Crandall
Traffic Engineer

Attachment

cc: W. C. Williams

VJ/jlt

Mr. Williams:

This completes your assignment No. [illegible]. Your file is returned herewith.

F. B. Crandall

IVED
JUL 6 - 1950
FOR FILING
FORM E-30E 25M 9-49 34893

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1950

SUBJECT:
State-City Agreement
Traffic Signal Installation
US99W - Corvallis

To: Mr. J. M. Devers
Legal Department

Attention: Mr. Robert L. May, Jr.

W. C. WILLIAMS

We have received the State-City agreements covering the proposed traffic signal installation on Third and Fourth Street (US99W) in the City of Corvallis. Upon checking these agreements, it is found that under Item 1 under "Things To Be Done By The State" the intersection of Third and Jefferson Streets has been omitted. This is one of the intersections that we plan to signalize. Will you please correct the agreements to include this intersection.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ/jlt

cc: W. C. Williams ✓

ASSIGNMENT

No. 1982 new
By

1950

iption: **Letter 6-28-50 from Legal Dept. enclosing five copies of form of agreement re installation of traffic signals on US99W in Corvallis**

Acknowleuged by _ _ _ _ _ Referred to _ _ _**CRANDALL**_ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
xx Check and if O.K. obtain execution by City _ _ _ _ _ _ _ _ _

Assignment executed 7-11-50 Report received _ _ _ _ _ _
mc

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

30M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
State Highway Engineer
J. M. DEVERS
Chief Counsel
M. H. HAWKE
Auditor
H. B. GLAISYER
Secretary

June 28, 1950

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Herewith, are five copies of a form of agreement to be entered into between the State and the City of Corvallis relative to the installation of traffic signals on the Pacific Highway West in the City of Corvallis.

This form has been approved by Mr. Devers, and it will be appreciated if your office will take care of further handling of the agreement.

Yours very truly,

J. M. DEVERS
By Robert L. May Jr
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

NOTED
F. B. CRANDALL

NOTED
J. AL HE

ED
OR FILING
FORM E-30X 25M 9-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

June 23, 1950
Salem, Oregon

SUBJECT:
Preparation of State-City Agreement
Traffic Signal Installation
Third and Fourth Streets (US99W) - Corvallis

To:
Mr. J. M. Devers
Legal Department

At its meeting of February 6, 1950, the Commission approved the installation of traffic signals on Third and Fourth Streets (US99W) in the City of Corvallis. Will you please prepare the necessary State-City agreement.

In the way of material to be incorporated in the agreement, I offer the following:

1. The highway in question is the Pacific Highway West - No. 1W - US99W.

2. The intersections to be signalized are as follows: Fourth and Van Buren Streets; Third and Van Buren Streets; Fourth and Monroe Streets; Third and Monroe Streets; Fourth and Jefferson Streets; Third and Jefferson Streets; Fourth and "A" Streets and Third and "A" Streets.

3. A fixed time interconnected system of traffic signals will be installed at these intersections in accord with the attached plan.

4. The installation is estimated to cost $24,000.

5. The State will make the installation with its own forces or by contract and in the first instance will pay all costs thereof. The City will be required to pay one-half the cost of the installation.

6. The City will be required to maintain and operate the signals after installation.

7. It is required that the City submit its certified check for one-half the estimated cost of the installation when returning the signed agreements.

8. It is required that the City negotiate with the local power company for permission to attach to the poles in the alley for the supervisory cable as shown in the plans. A copy of such agreement should be returned with the signed agreements.

9. The City shall do all tree trimming which becomes necessary in the installation of these traffic signals. Such trimming shall be done promptly upon the request of the contractor or engineer.

If you will submit the agreements to this office after preparation, we will check them and care for further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

Attachment
VJ/jlt

cc: W. C. Williams
J. W. Cattrall

EIVED
APR 5 - 1950
FOR FILING

4-12

Corvallis

March 1, 1950

Mr. James O. Convill
City Manager
Corvallis, Oregon

Dear Mr. Convill:

The State Highway Commission at its last meeting had under consideration the request of the City of Corvallis as presented at its previous meeting, for the installation of traffic signals at certain intersections on the route of the Pacific Highway West, through Corvallis.

I am pleased to inform you that the Commission has approved signals on both Third and Fourth Streets at the following intersections: "A" Street; Jefferson Street; Monroe Street and Van Buren Street. This will require eight signals, which are estimated to cost $3,000 each, or a total of $24,000. This approval of the Commission was conditioned on the City of Corvallis contributing fifty percent of the cost of the installations.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

EIVED
FEB 17 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1950

SUBJECT:

Corvallis

To: Mr. F. B. Crandall

The State Highway Commission considered the following items, with actions as stated, at its last meeting:

Agenda Item 3-m. Approved installation of a flashing beacon on the Cape Arago Secondary Highway at its intersection with Broadway in the City of Empire, and denied a signal at Commercial Street.

Agenda Item 3-n. Ordered construction of a median strip to prevent left-turn movements from Barbur Boulevard into Rasmussen Village Apartments, Portland. You will please confer with Mr. Fowler and effect a plan, which you will present for approval before starting work. Find out if City will co-operate in cost.

X Agenda Item 4-r. Approved installations of eight traffic signals on the Pacific Highway West in Corvallis, at an estimated cost of $24,000, to be divided equally between State and City.

Agenda Item 4-s-1. Denied the request of John Selling of Gresham for a flashing beacon in front of his store.

Agenda Item 4-s-2. Denied a request of the City of Fairview for a traffic signal at the intersection of Fairview Road and Sandy Boulevard.

Agenda Item 4-s-3. Denied a request of the City of Beaverton for a flashing beacon at the intersection of the Tualatin Valley Highway with Broadway Street in east Beaverton.

Agenda Item 4-s-4. Denied a request of Powell Butte School District to install a flashing beacon at its own expense on the Ochoco Highway at Powell Butte School.

* * * * * * * * * *

cc Mr. L. A. Collier

FOR FILING

January 30, 1950

Oregon State Highway Commission

Gentlemen:

You will remember that, at the last meeting of the Commission, a delegation from Corvallis appeared before you, and, among other things, requested the installation of traffic signals on the newly installed one-way traffic plan through Corvallis on the Pacific Highway West.

The Traffic Engineer had been studying the need of traffic signals for some time prior to the delegation's appearance, and he has now completed his investigations. Third Street now carries Pacific Highway West traffic one way, northbound, and Fourth Street carries one-way traffic, southbound. The traffic averages approximately 10,000 vehicles per intersection and moves at higher speed than is possible on a two-way street. As Third and Fourth Streets divide the business district of the town from the residential and Oregon State College area, the cross traffic equals about forty per cent of the total traffic at the intersection, which is quite high. Without signals, this cross traffic is materially delayed. The Traffic Engineer recommends signals on both Third and Fourth Streets at the following intersections:

"A" Street
Jefferson Street
Monroe Street
Van Buren Street

This results in a total of eight signals being required, for which the estimated cost is $3,000 each, or a total of $24,000, of which $12,000 would be paid by the State and $12,000 by the City.

In order to make the one-way street system function as designed and provide safety for cross traffic the eight signals are needed, and I recommend your approval of the installations.

The signals would be financed from funds budgeted for signal installation in the 1950 approved minor betterment budget.

This matter will be on the next agenda, and I attach hereto a map indicating the highway system in Corvallis and the location of the proposed signal installations.

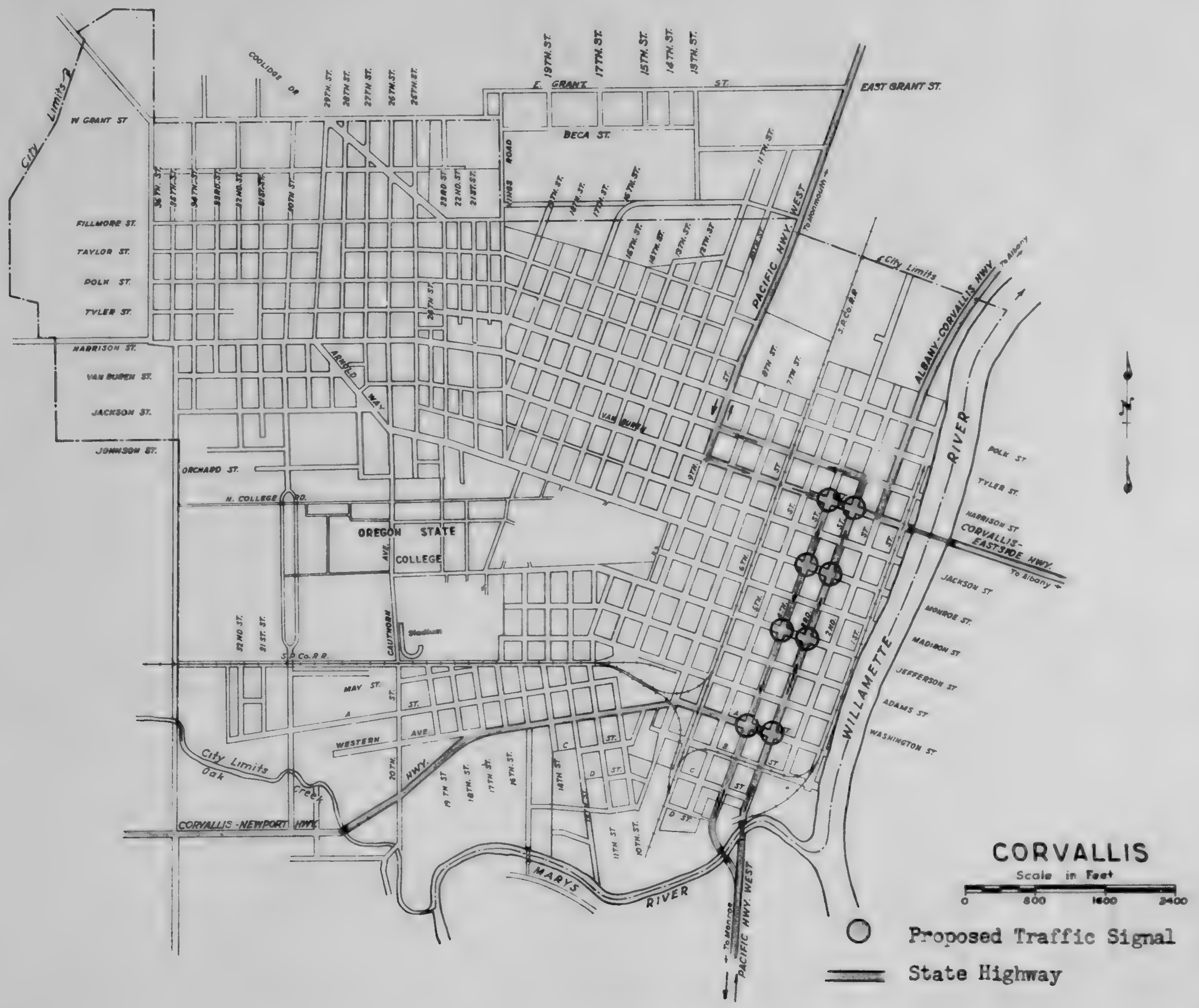
Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

WCW:me

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. F. B. Crandall
Mr. E. A. Collier
Mr. M. H. Hawke


CORVALLIS
Scale in Feet
0
800
1600
2400
Proposed Traffic Signal
State Highway
City Limits
W GRANT ST
FILLMORE ST.
TAYLOR ST.
POLK ST.
TYLER ST.
HARRISON ST.
VAN BUREN ST.
JACKSON ST.
JOHNSON ST.
ORCHARD ST.
N. COLLEGE RD.
OREGON STATE
COLLEGE
CAUTHORN AVE.
Stadium
S.P. Co. R.R.
MAY ST.
A ST.
WESTERN AVE.
20TH. HWY.
City Limits
Oak Creek
CORVALLIS-NEWPORT HWY.
MARYS RIVER
PACIFIC HWY. WEST
To Monroe
COOLIDGE DR
EAST GRANT ST.
E. GRANT ST.
BECA ST.
KINGS ROAD
ARNOLD WAY
VAN BUREN
9TH.
6TH.
3RD.
2ND.
1ST.
To Monmouth
S.P. Co. R.R.
City Limits
ALBANY-CORVALLIS HWY
To Albany
CORVALLIS-EASTSIDE HWY.
To Albany
WILLAMETTE
RIVER
POLK ST
TYLER ST.
HARRISON ST
JACKSON ST.
MONROE ST.
MADISON ST
JEFFERSON ST
ADAMS ST
WASHINGTON ST
N

Rev K-13 49

16

FORM E-30 25M 9-49 34892

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 23, 1950

SUBJECT: Signal Survey - US99W - Corvallis
(Supplemental report)

To: W. C. Williams

In accord with your instructions and with regard the above indicated subject I submit herewith:

1. Revised sketches showing the eight intersections recommended for signalization.
2. Intersectional volume count with respect intersections of concern.
3. "Before" and "after" accident data.
4. Speed check information.

With regard Item 1 above, I believe the sketch and the intersections as shown recommended for signalization are in accord with verbal discussions had. Revised recommendation deletes signalization at Third and Madison and Fourth and Madison and corresponding revised cost estimate would be $24,000 for the eight installations as compared to the $30,000 for ten as set up in my original report to you.

With regard Item 2, the data as contained in the detailed intersectional flow diagrams may be summarized as follows:

Intersection	Total Vehicles Entering (24 Hrs.)	Percent From Side Street
4th & Van Buren	7,024	21
4th & Monroe	10,900	52
4th & Jefferson	9,928	41
4th & "A"	8,841	44
3rd & Van Buren	8,032	43
3rd & Monroe	10,050	35
3rd & Jefferson	10,338	43
3rd & "A"	7,512	41

With regard the above indicated volume counts, you will note that notwithstanding the fact we are predicating warrant for signalization primarily on need for lineal progressive system and need for speed control, etc., that majority of the intersections do come up pretty close to volume warrants for individual installations, both as regards volume in the intersection and percentage distribution as between major and minor streets. I might point out once again that the principal criticism of our one-way street routing to date has come from cross-town traffic on the two principal cross-town arterials, namely, Jefferson and Monroe, the "beef" being that with the volume and speed of traffic moving on Third and Fourth, there are no "holes going by" to permit east-west traffic to get through the intersection.

The "before" and "after" accident data is not too conclusive by reason of small sample. The four accident increase during the "after" period (36 against 32) is not a serious thing at all and I think we can be safe in predicting that as time goes by and we get through the transition period with respect one-way streets and particularly with signals as recommended, that there will be material betterment of the accident record.

With regard speed checks (Item 4) we do not have "before" data in the form of spot speed checks. Rather than making our before and after speed comparison on the basis of spot speed checks, we have followed the practice of obtaining in lieu of such,over-all running times for the lineal extent of the improvement, using scheme of synchronized clocks and license recording at the terminal points. This type of survey has been made for the "before" conditions and we do not plan to get the "after" data until traffic has settled into the new pattern - probably take this repeat data some time in the early spring. We did obtain some spot speed checks on recent date as a matter of general interest. Results of these checks are summarized as follows:

Location	80% Speed	Pace
Between Jackson and Monroe	17.5	12 - 22
Between Monroe and Madison	18.0	12 - 22
Between Jefferson and Adams	21.0	15 - 25

I think,from general observation of traffic movement under two-way flow, we can say that the above speed values obtained with one-way traffic are quite high and that one objective of the one-way treatment was to speed up traffic, which apparently has been done. I think the criticism coming from east-west traffic on Monroe and Jefferson with regard these speeds is, in sort of a negative way, substantiation of our contention that one-way traffic does speed things up.

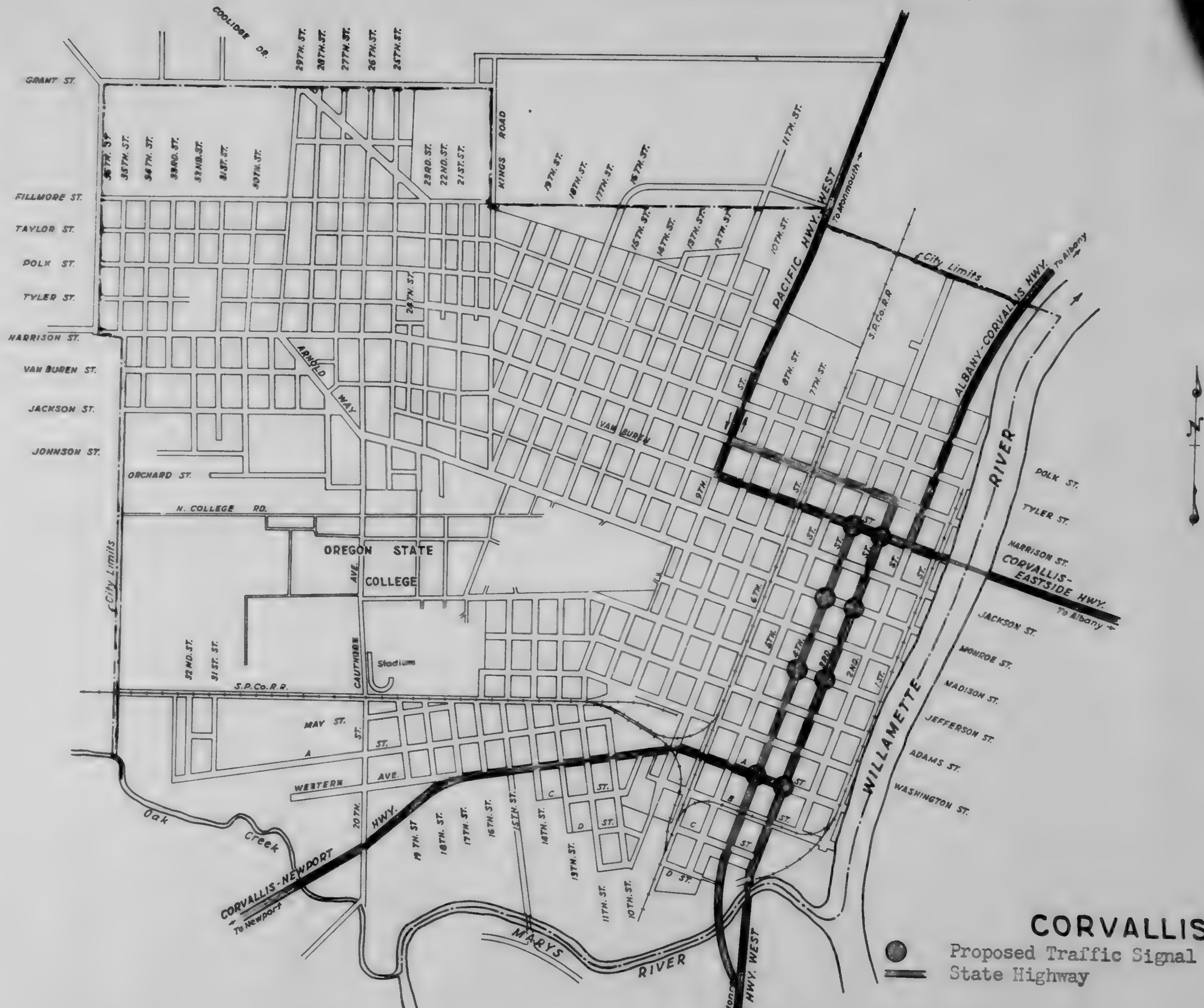
In summary,I think it may be said that the initial objective has been accomplished, namely, "loosening up traffic" and it remains now to regiment this traffic somewhat through progressive signalization which will round out the project and satisfy principal criticisms we are currently having with regard east-west traffic.

I am returning herewith your file copy of my original report.

F.B. Crandall

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment



CORVALLIS

● Proposed Traffic Signal
▬ State Highway

GRANT ST.
COOLIDGE DR.
29TH. ST.
28TH. ST.
27TH. ST.
26TH. ST.
25TH. ST.
36TH. ST.
35TH. ST.
34TH. ST.
33RD. ST.
32ND. ST.
31ST. ST.
30TH. ST.
23RD. ST.
22ND. ST.
21ST. ST.
KINGS ROAD
19TH. ST.
18TH. ST.
17TH. ST.
16TH. ST.
15TH. ST.
14TH. ST.
13TH. ST.
12TH. ST.
11TH. ST.
10TH. ST.
PACIFIC HWY. WEST
To Monmouth
City Limits
S.P.Co.R.R.
8TH. ST.
7TH. ST.
ALBANY-CORVALLIS HWY.
To Albany
FILLMORE ST.
TAYLOR ST.
POLK ST.
TYLER ST.
HARRISON ST.
VAN BUREN ST.
JACKSON ST.
JOHNSON ST.
ORCHARD ST.
N. COLLEGE RD.
24TH. ST.
ARNOLD WAY
VAN BUREN
9TH.
6TH.
5TH.
4TH.
3RD.
2ND.
1ST.
ST.
N
RIVER
POLK ST.
TYLER ST.
HARRISON ST.
CORVALLIS-EASTSIDE HWY.
To Albany
JACKSON ST.
MONROE ST.
MADISON ST.
JEFFERSON ST.
ADAMS ST.
WASHINGTON ST.
WILLAMETTE
OREGON STATE COLLEGE
AVE.
City Limits
CAUTHORN
Stadium
32ND. ST.
31ST. ST.
S.P.Co.R.R.
MAY ST.
A
ST.
WESTERN AVE.
20TH.
HWY.
19TH. ST.
18TH. ST.
17TH. ST.
16TH. ST.
15TH. ST.
14TH. ST.
13TH. ST.
11TH. ST.
10TH. ST.
C ST.
D ST.
A
B
C
D ST.
Oak Creek
CORVALLIS-NEWPORT
To Newport
MARYS RIVER
To Monroe
PACIFIC HWY. WEST

RECEIVED
FOR FILING
FORM E-30 25M 6-49 32902

2-16-1

33-1

Traffic Council
[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

December 12, 1949

SUBJECT: Signal Survey - Corvallis

To: W. C. Williams

Reviewing very briefly on the above subject, the City of Corvallis requested signal survey quite some time ago and prior to opening up of the one-way street routing. In connection with the initial request for signals it was indicated to Corvallis people that we would not wish to launch such a survey or consider signals until such time as the one-way street had been put in operation in order that our signal study might be apropos of the new traffic pattern which would result.

Signal survey has been made on the basis of which I would recommend signal installations at the following intersections:

Third and "A"
Third and Jefferson
~~Third and Madison~~
Third and Monroe
Third and Van Buren
Fourth and "A"
Fourth and Jefferson
~~Fourth and Madison~~
Fourth and Monroe
Fourth and Van Buren

The total cost of the above recommended work is estimated at $30,000, and if such a project is approved it should be on our usual state-city 50/50 cooperative arrangement ($15,000 per each).

We have not racked up our usual detailed report form on this study, this by reason of the fact that the one-way street couplet has not been in operation for sufficient length of time to develop accident data under the changed traffic pattern. Vehicular and pedestrian counts were obtained at total of fourteen intersections, which, from observance, were potential locations for signalized control.

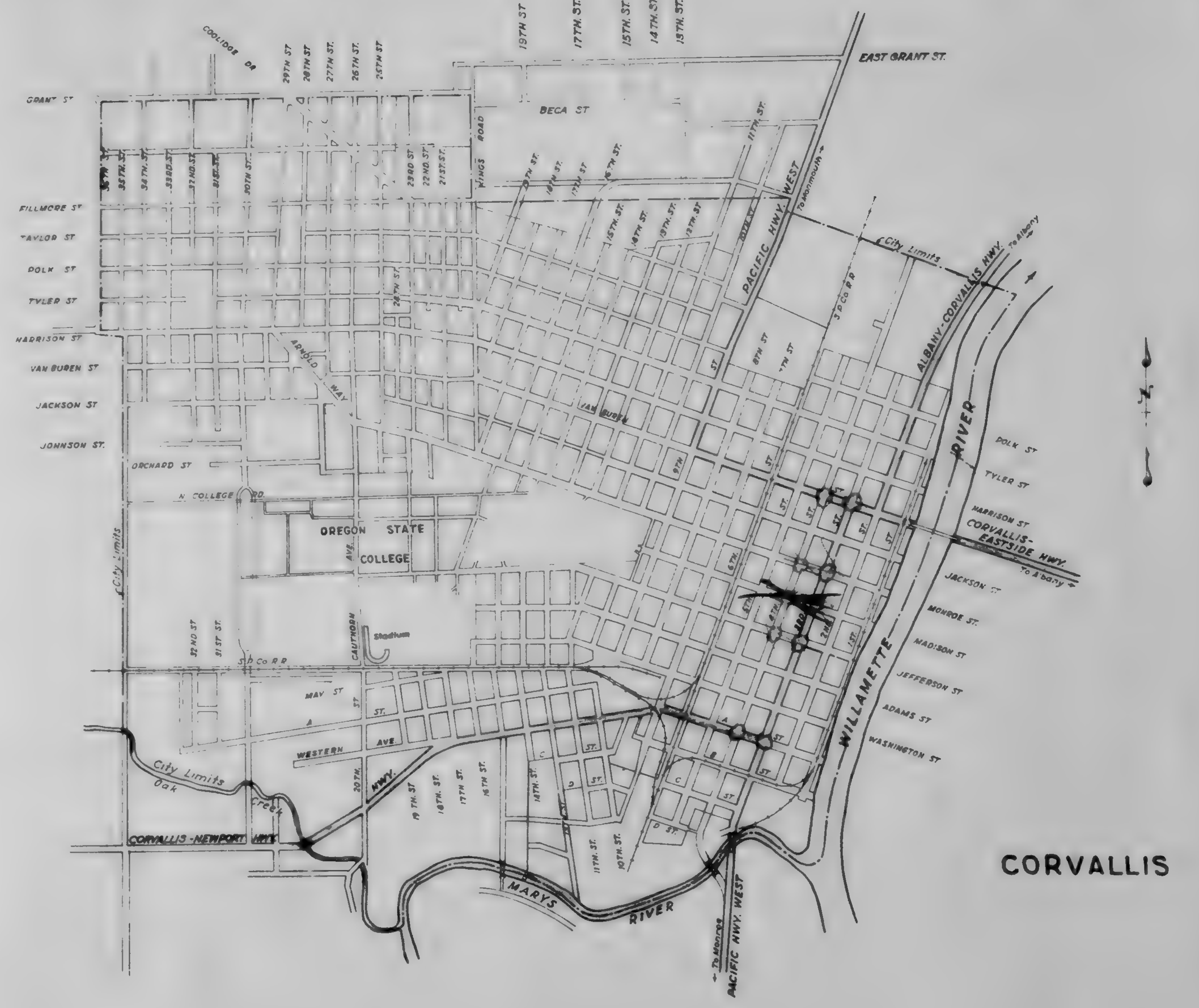
Any one of the recommended installations could not be warranted as isolated single intersection installations in that the usual volume warrants therefor fall considerably below the warrant values. The Third and Madison Street intersection experiences the heaviest intersectional traffic volume of the several intersections studied, with an average of 698 vehicles entering the intersection each hour during the maximum eight hour period with thirty percent entering from Madison Street.

Warrant for signals in Corvallis is based on the need for speed control through progressive movement, facilitation of cross street traffic, both vehicular and pedestrian, which is an appreciable amount and which has difficulty in "breaking through" traffic moving on Third and Fourth Streets, which latter has been considerably accelerated by reason of the one way street operation.

The Corvallis people are quite anxious for our decision on this signal proposition.

F. B. Crandall
Traffic Engineer

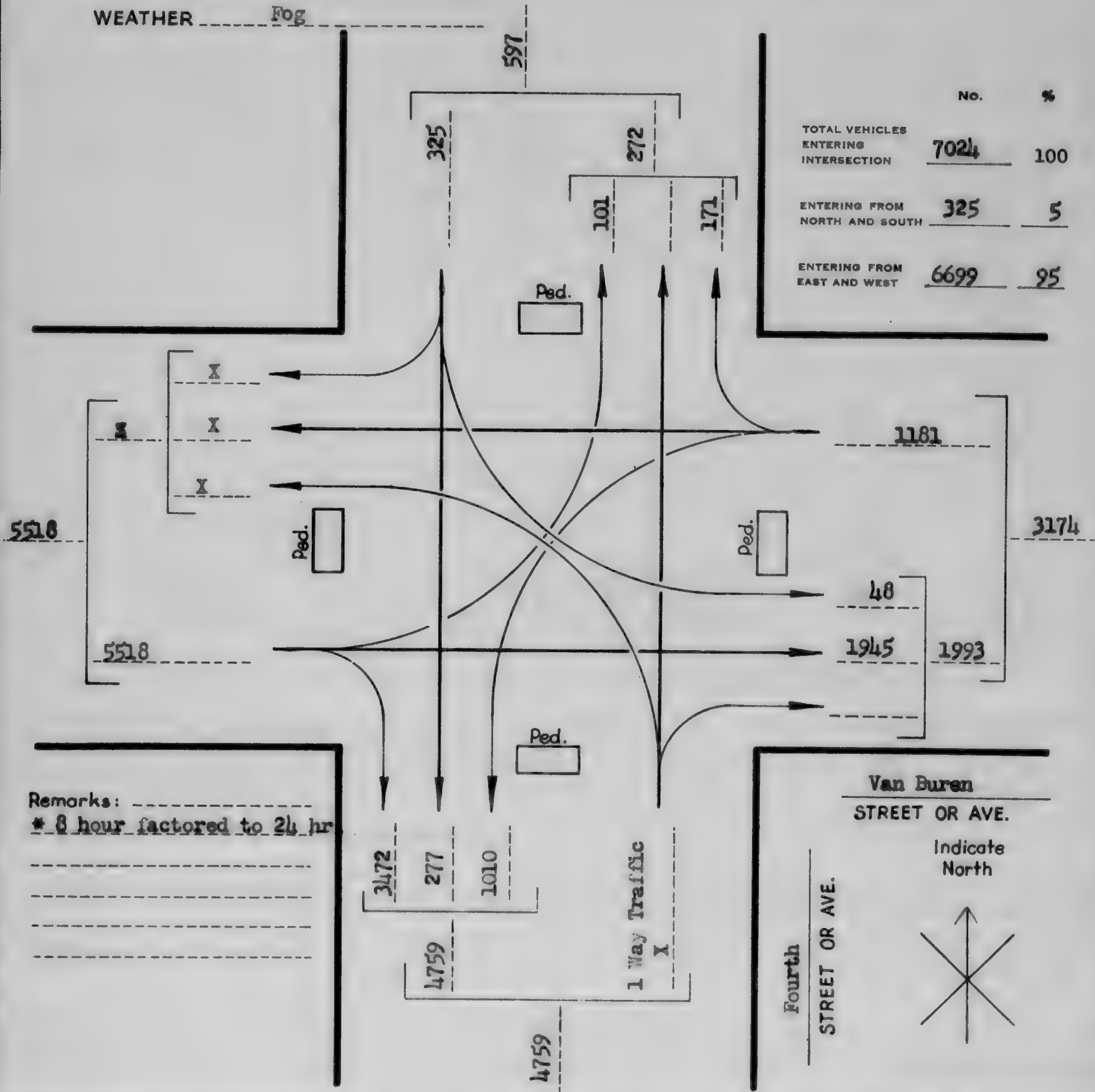
FBC:LJ


CORVALLIS
WILLAMETTE RIVER
MARYS RIVER
OREGON STATE COLLEGE
Stadium
PACIFIC HWY. WEST
To Monmouth
To Monroe
ALBANY-CORVALLIS HWY.
To Albany
CORVALLIS-EASTSIDE HWY.
CORVALLIS-NEWPORT HWY.
City Limits
Oak Creek
S.P. Co R.R.
EAST GRANT ST.
GRANT ST
BECA ST
KINGS ROAD
COOLIDGE DR
FILLMORE ST
TAYLOR ST
POLK ST
TYLER ST
HARRISON ST
VAN BUREN ST
JACKSON ST
JOHNSON ST.
ORCHARD ST
N COLLEGE RD
CAUTHORN
MAY ST
A ST.
WESTERN AVE.
20TH NWY.
ARNOLD WAY
VAN BUREN
MONROE ST.
MADISON ST
JEFFERSON ST
ADAMS ST
WASHINGTON ST
13TH ST.
14TH ST.
15TH ST.
17TH ST.
19TH ST
21ST ST.
22ND ST.
23RD ST
25TH ST
26TH ST
27TH ST.
28TH ST
29TH ST
30TH ST
31ST ST.
32ND ST
33RD ST.
34TH ST.
35TH ST.
36TH ST.
11TH ST.
10TH ST.
9TH
8TH ST
7TH ST
C ST.
D ST.
B ST
1ST.
2ND

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8* HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 4th & VanBuren
STATION NO
CODE NO
CLASSIFICATION All Vehicle


597
325
272
101
171
Ped.
X
X
X
X
1181
3174
Ped.
Ped.
48
1945
1993
5518
5518
Ped.
3472
277
1010
4759
1 Way Traffic
X
4759
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7024	100
ENTERING FROM NORTH AND SOUTH	325	5
ENTERING FROM EAST AND WEST	6699	95

Remarks:
* 8 hour factored to 24 hr

Van Buren
STREET OR AVE.

Fourth
STREET OR AVE.

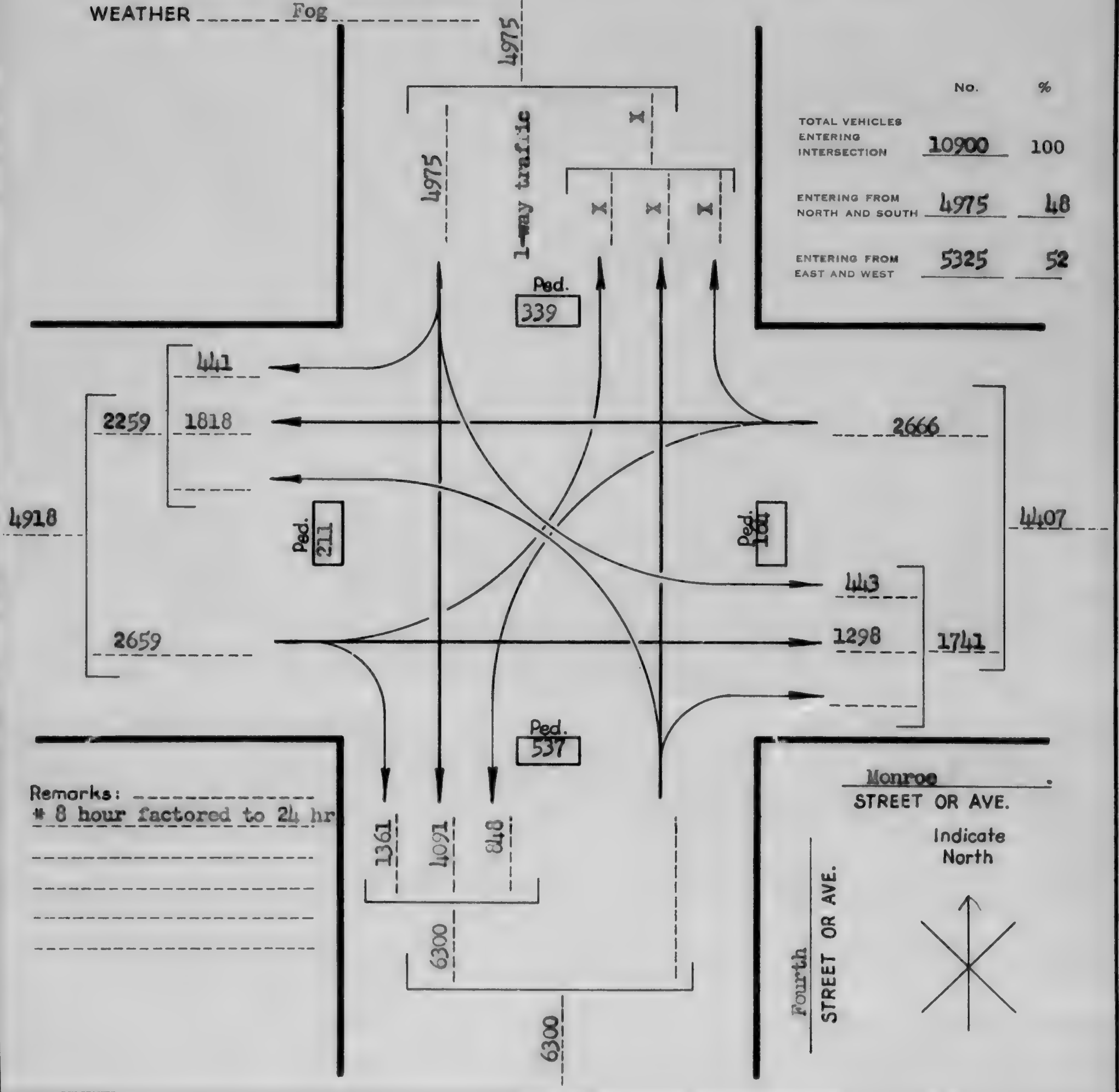
FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8* HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT 8 HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 4th & Monroe
STATION NO
CODE NO
CLASSIFICATION All Vehicle


4975
4975
1-way traffic
X
X
X
X
Ped. 339
441
2259
1818
2666
4918
Ped. 211
Ped. 104
4407
443
2659
1298
1741
Ped. 537
1361
4091
848
6300
6300

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10900	100
ENTERING FROM NORTH AND SOUTH	4975	48
ENTERING FROM EAST AND WEST	5325	52

Remarks:
* 8 hour factored to 24 hr

Monroe
STREET OR AVE.

Fourth
STREET OR AVE.

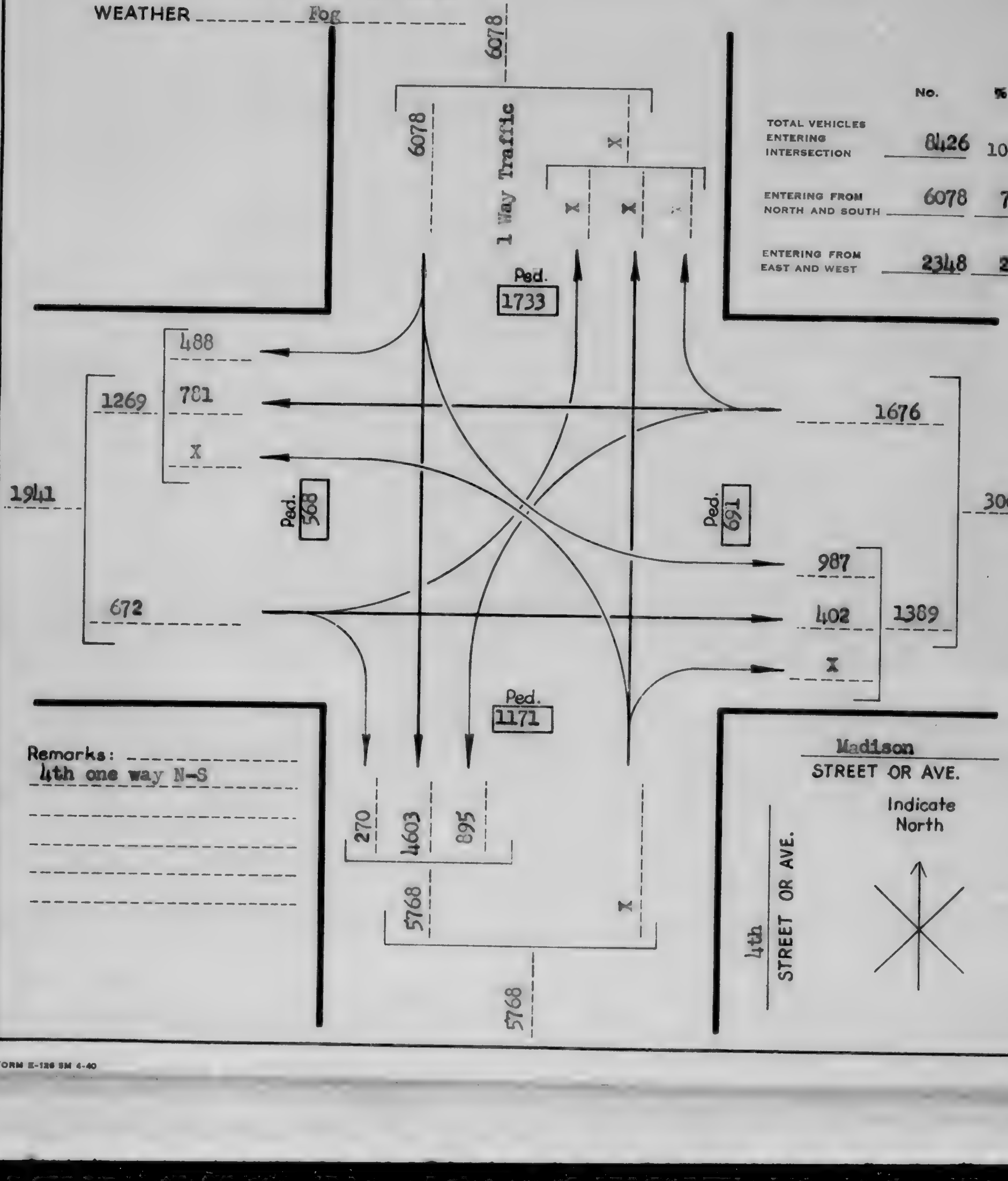
Indicate North

FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 a.m. - 10 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 a.m. - 10 p.m.
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 4th & Madison
STATION NO
CODE NO
CLASSIFICATION All Vehicle


6078
6078
1 Way Traffic
X
X
X
X
Ped.
1733
488
1269
781
X
1941
Ped.
568
Ped.
691
1676
3065
987
402
1389
X
672
Ped.
1171
270
4603
895
5768
X
5768

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8426	100
ENTERING FROM NORTH AND SOUTH	6078	72
ENTERING FROM EAST AND WEST	2348	28

Remarks:
4th one way N-S

Madison
STREET OR AVE.

4th
STREET OR AVE.

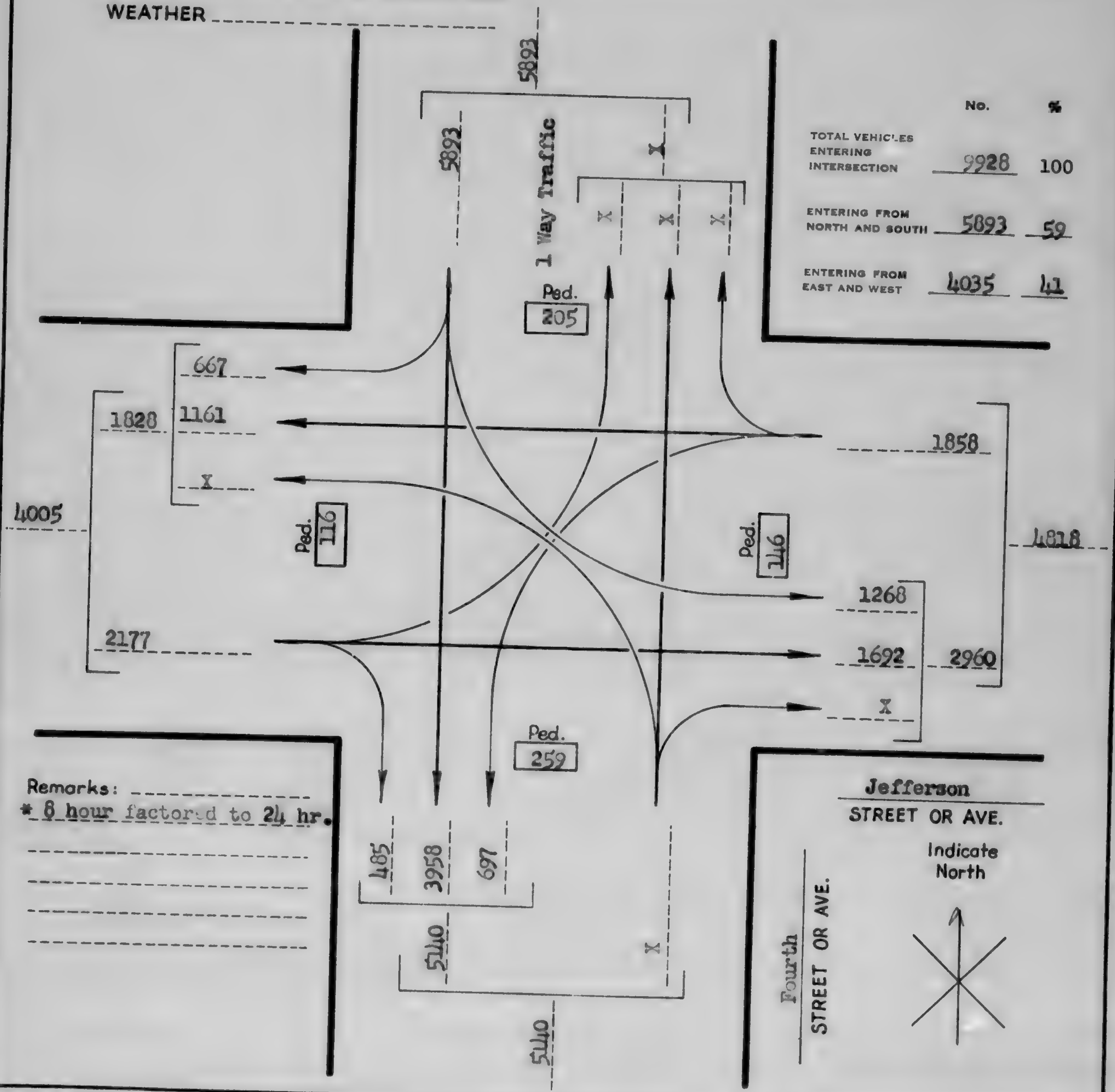
Indicate North

FORM E-126 SM 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT 8 HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
WEATHER

CITY OF Corvallis
INTERSECTION OF 4th & Jefferson
STATION NO
CODE NO
CLASSIFICATION All Vehicle


5893
5893
1 Way Traffic
X
X
X
X
Ped.
205
667
1161
X
1828
4005
Ped.
116
2177
1858
4818
Ped.
146
1268
1692
X
2960
Ped.
259
485
3958
697
5140
X
5140

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9928	100
ENTERING FROM NORTH AND SOUTH	5893	59
ENTERING FROM EAST AND WEST	4035	41

Remarks:
* 8 hour factored to 24 hr.

Jefferson
STREET OR AVE.

Fourth
STREET OR AVE.

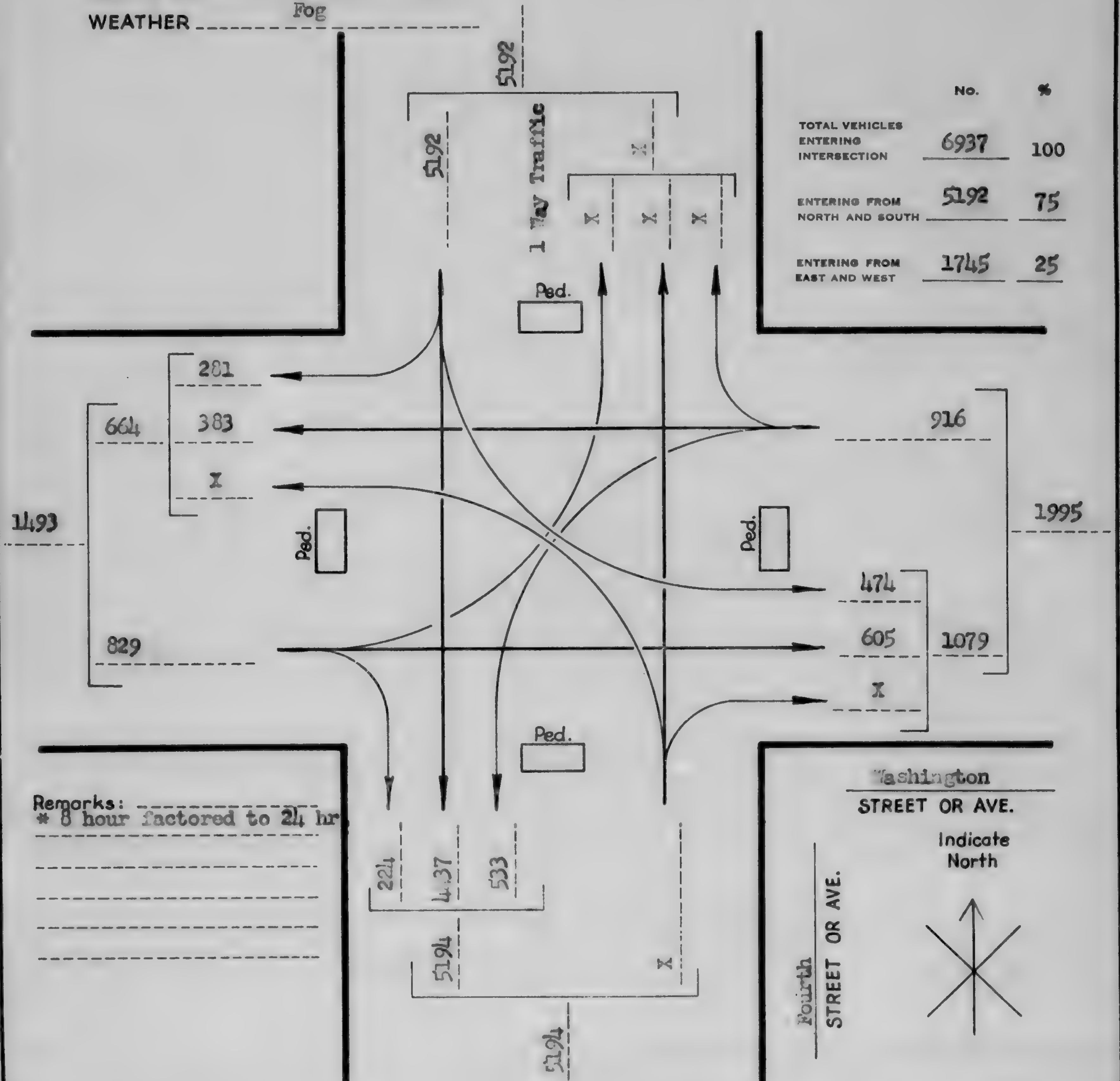
Indicate North

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 4th & Washington
STATION NO
CODE NO
CLASSIFICATION All Vehicle

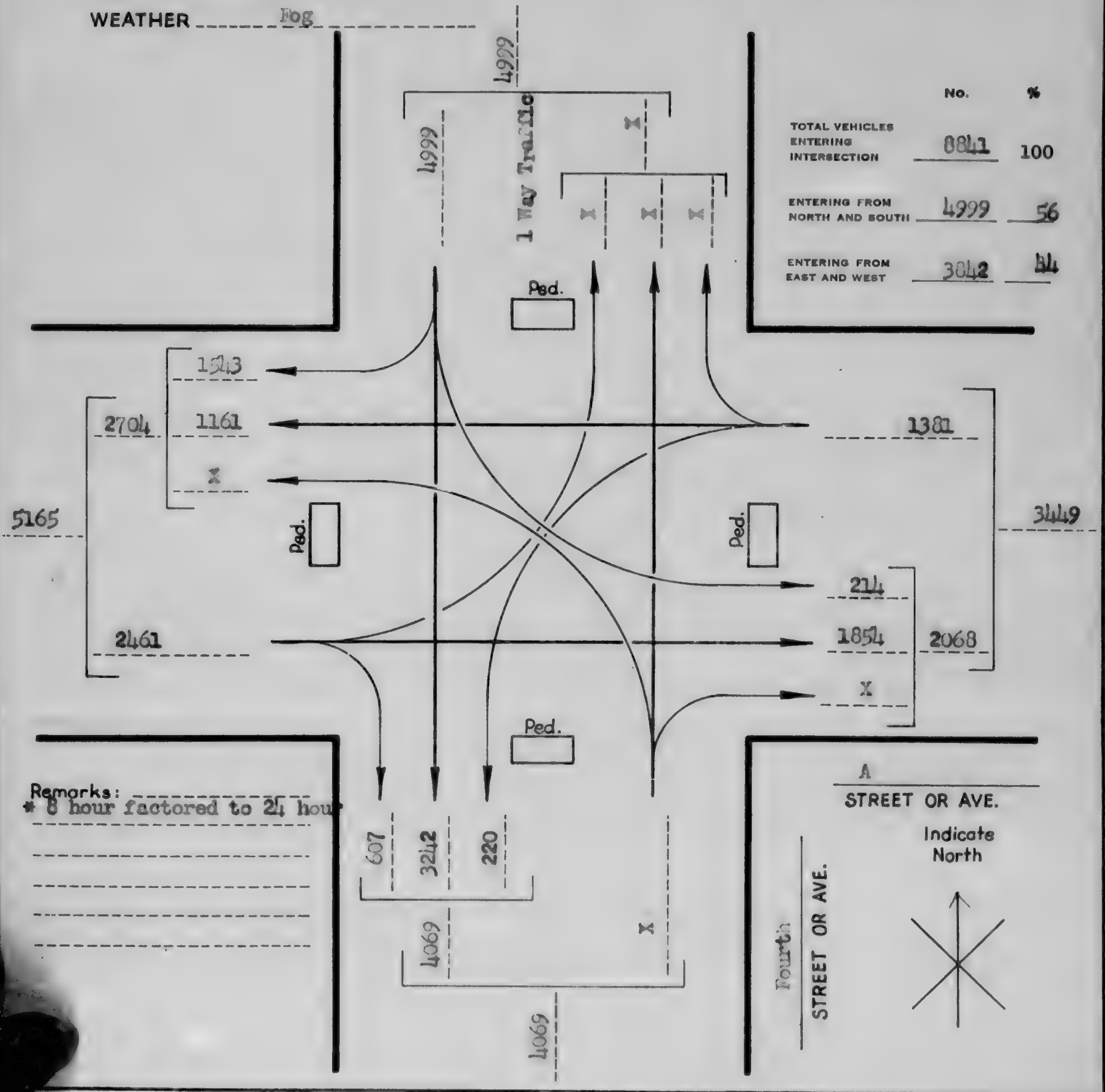
	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	6937	100
ENTERING FROM NORTH AND SOUTH	5192	75
ENTERING FROM EAST AND WEST	1745	25


5192
5192
1 Way Traffic
X
X
X
X
Ped.
281
664
383
X
1493
Ped.
Ped.
916
1995
474
605
1079
X
829
Ped.
224
437
533
5194
X
5194
Washington
STREET OR AVE.
Fourth
STREET OR AVE.
Indicate North

Remarks:
* 8 hour factored to 24 hr

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE	November 18, 1949	CITY OF	Corvallis
DAY OF WEEK	Friday	INTERSECTION OF	4th & A
ACTUAL COUNT (VEH.)	8* HRS.	STATION NO	
HOURS COUNTED	6-10 a.m. 3-7 p.m.	CODE NO	
PEDESTRIAN COUNT	HRS.	CLASSIFICATION	All Vehicle
HOURS COUNTED			
WEATHER	Fog		


4999
4999
1 Way Traffic
x
x
x
x
Ped.
1543
2704
1161
x
5165
Ped.
Ped.
1381
3449
214
2461
1854
2068
x
Ped.
607
3242
220
4069
x
4069

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8841	100
ENTERING FROM NORTH AND SOUTH	4999	56
ENTERING FROM EAST AND WEST	3842	44

Remarks:
* 8 hour factored to 24 hou

A
STREET OR AVE.

Fourth
STREET OR AVE.

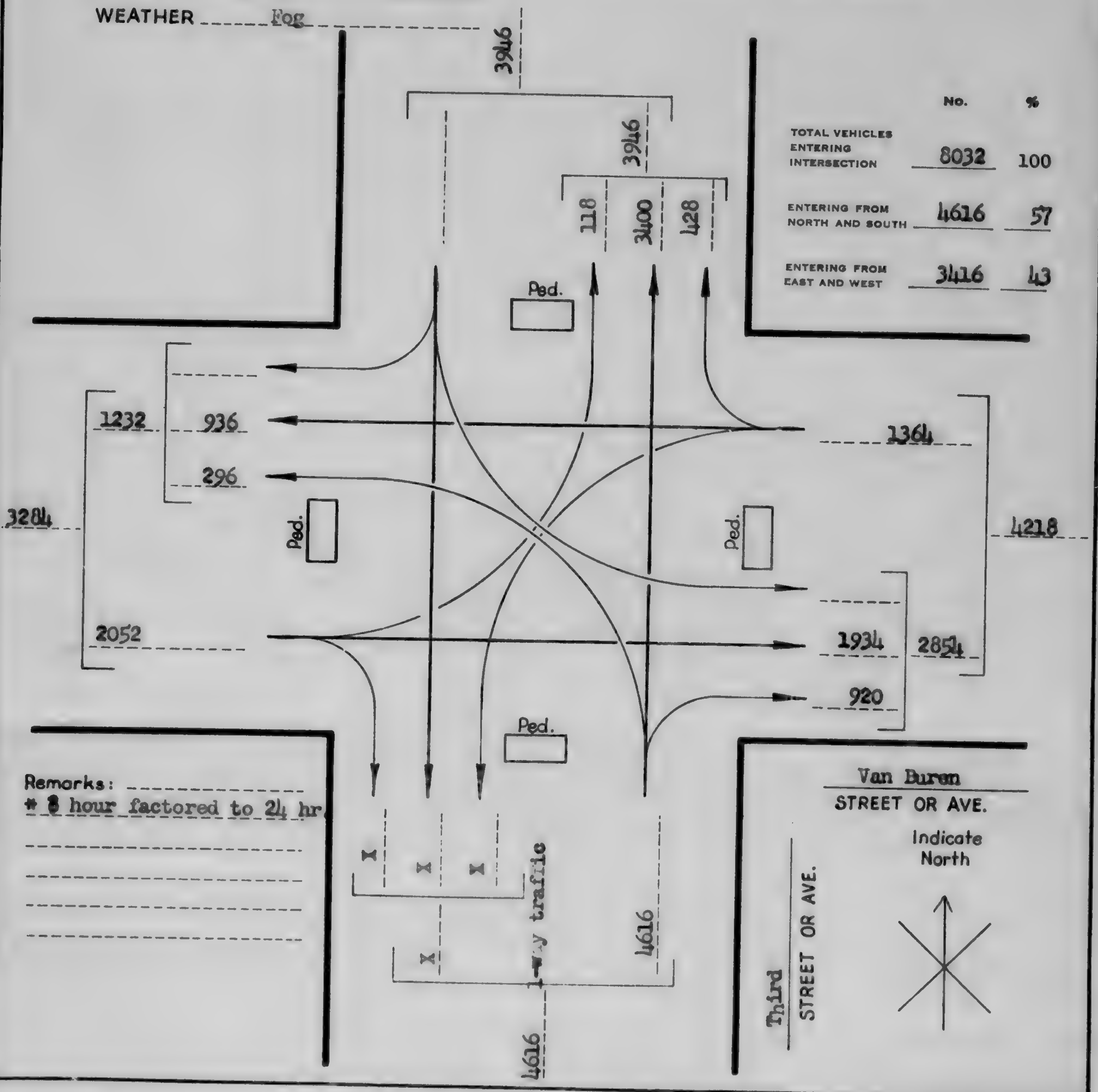
Indicate North

-128 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 3rd & VanBuren
STATION NO
CODE NO
CLASSIFICATION All Vehicle


3946
3946
118
3400
428
Ped.
1232
936
296
3284
Ped.
Ped.
1364
4218
2052
1934
2854
920
Ped.
X
X
X
X
1-way traffic
4616
4616

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8032	100
ENTERING FROM NORTH AND SOUTH	4616	57
ENTERING FROM EAST AND WEST	3416	43

Remarks:
* 8 hour factored to 24 hr.

Van Buren
STREET OR AVE.

Third
STREET OR AVE.

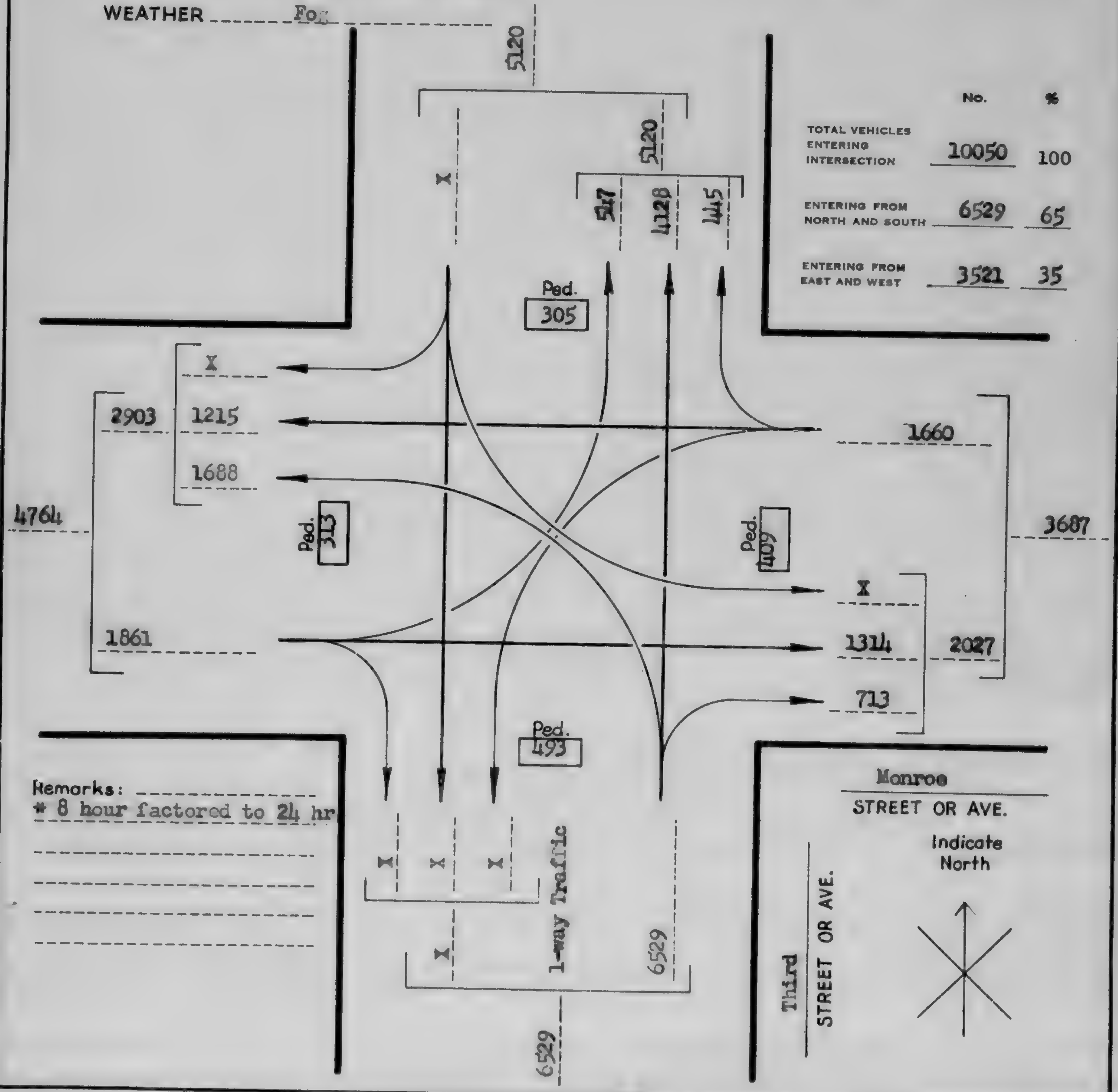
Indicate North

FORM E-126 8M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT 8 HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 3rd & Monroe
STATION NO
CODE NO
CLASSIFICATION All Vehicle


5120
X
5120
547
4128
445
Ped.
305
X
2903
1215
1688
4764
1660
3687
Ped.
313
Ped.
409
X
1861
1314
2027
713
Ped.
493
X
X
X
X
1-way Traffic
6529
6529
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10050	100
ENTERING FROM NORTH AND SOUTH	6529	65
ENTERING FROM EAST AND WEST	3521	35

Remarks:
* 8 hour factored to 24 hr

Monroe
STREET OR AVE.

Third
STREET OR AVE.

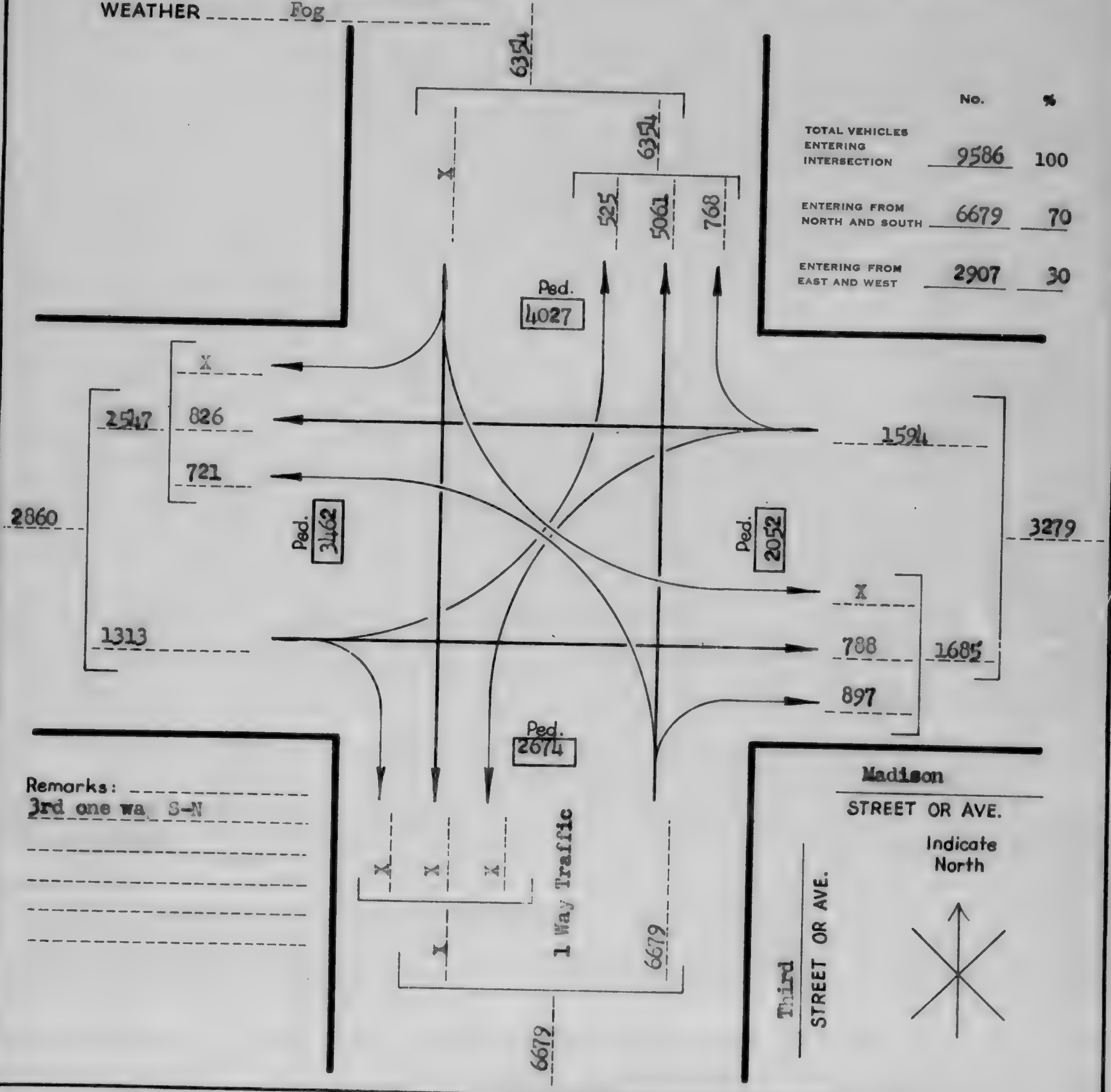
FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 a.m. - 10 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 a.m. - 10 p.m.
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 3rd & Madison
STATION NO
CODE NO
CLASSIFICATION All Vehicle

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9586	100
ENTERING FROM NORTH AND SOUTH	6679	70
ENTERING FROM EAST AND WEST	2907	30


6354
6354
X
525
5061
768
Ped.
4027
X
2547
826
721
2860
Ped.
3462
Ped.
2052
1594
3279
X
1313
788
1685
897
Ped.
2674
X
X
X
X
1 Way Traffic
6679
6679
Indicate North

Remarks:
3rd one wa S-N

Madison
STREET OR AVE.

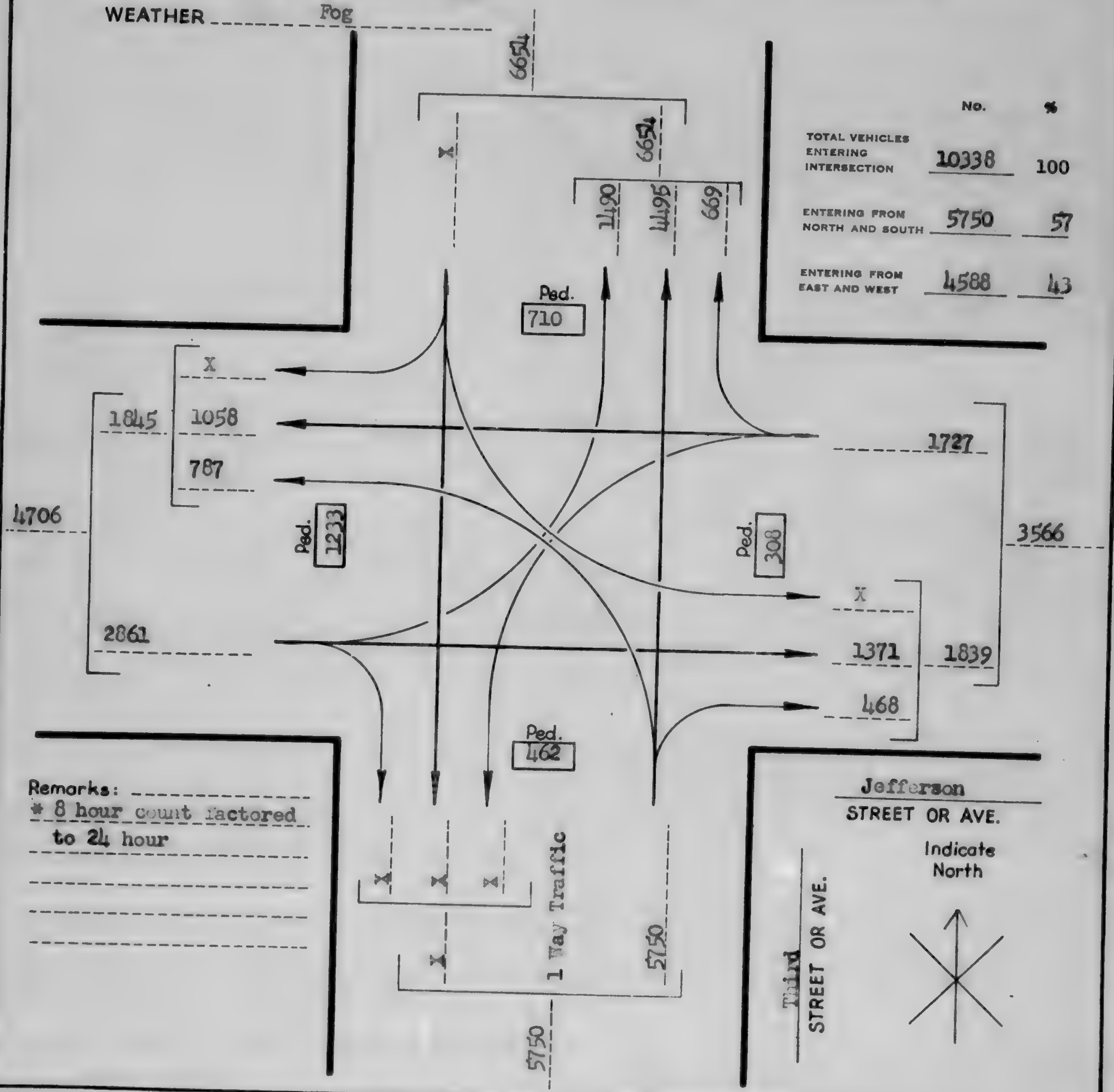
Third
STREET OR AVE.

FORM E-128 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT 8 HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 3rd & Jefferson
STATION NO
CODE NO
CLASSIFICATION All Vehicles


6654
X
6654
1490
4495
669
Ped.
710
X
1845
1058
787
4706
Ped.
1233
1727
3566
Ped.
308
X
2861
1371
1839
468
Ped.
462
X
X
X
X
1 Way Traffic
5750
5750
Indicate
North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10338	100
ENTERING FROM NORTH AND SOUTH	5750	57
ENTERING FROM EAST AND WEST	4588	43

Remarks:
* 8 hour count factored
to 24 hour

Jefferson
STREET OR AVE.

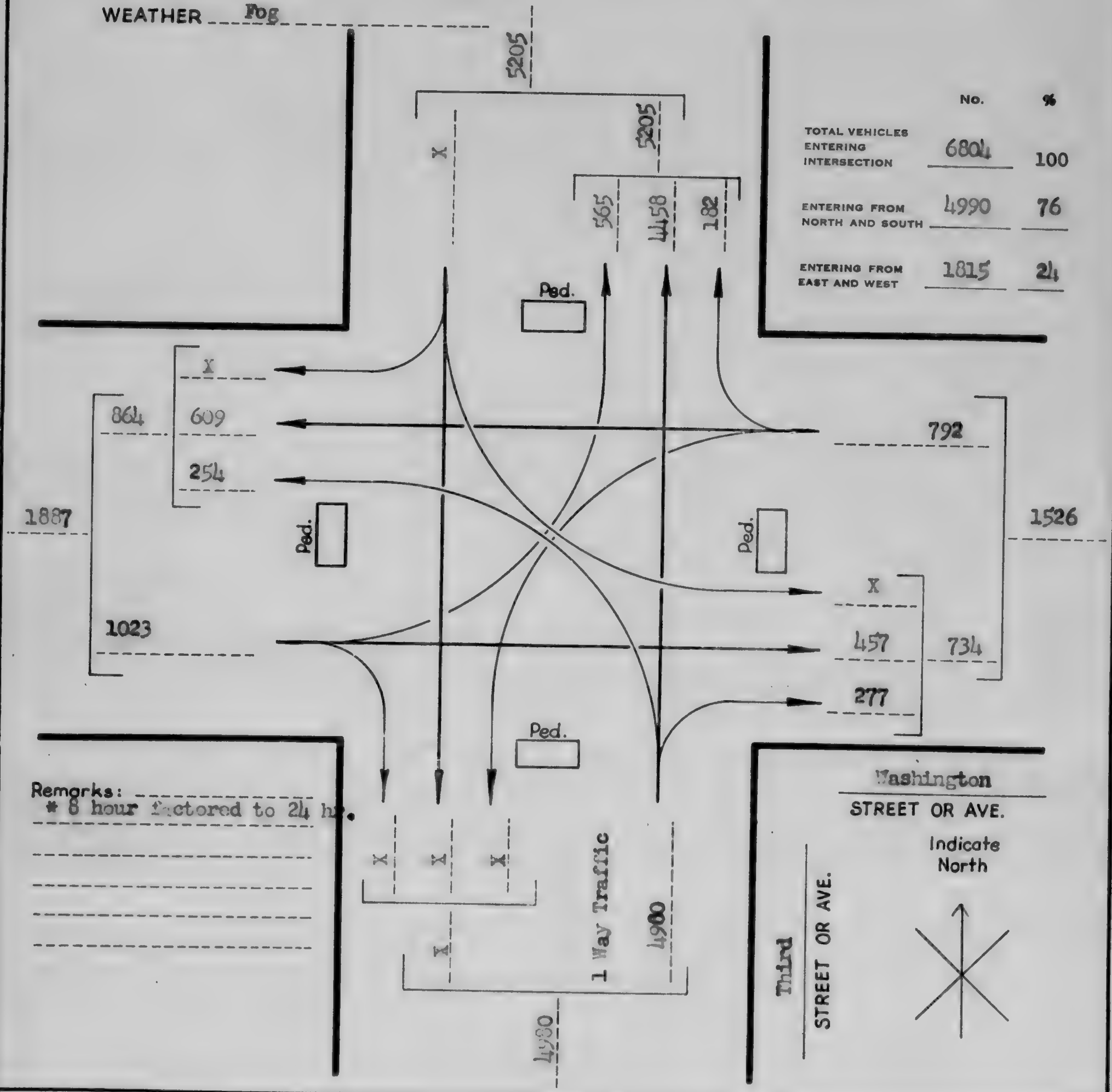
Third
STREET OR AVE.

FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT ________ HRS.
HOURS COUNTED ________
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 3rd & Washington
STATION NO ________
CODE NO ________
CLASSIFICATION All Vehicle


5205
5205
X
565
4458
182
Ped.
X
864
609
254
1887
Ped.
1023
792
1526
Ped.
X
457
734
277
Ped.
X
X
X
X
1 Way Traffic
4980
4980
Washington
STREET OR AVE.
Third
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	6804	100
ENTERING FROM NORTH AND SOUTH	4990	76
ENTERING FROM EAST AND WEST	1815	24

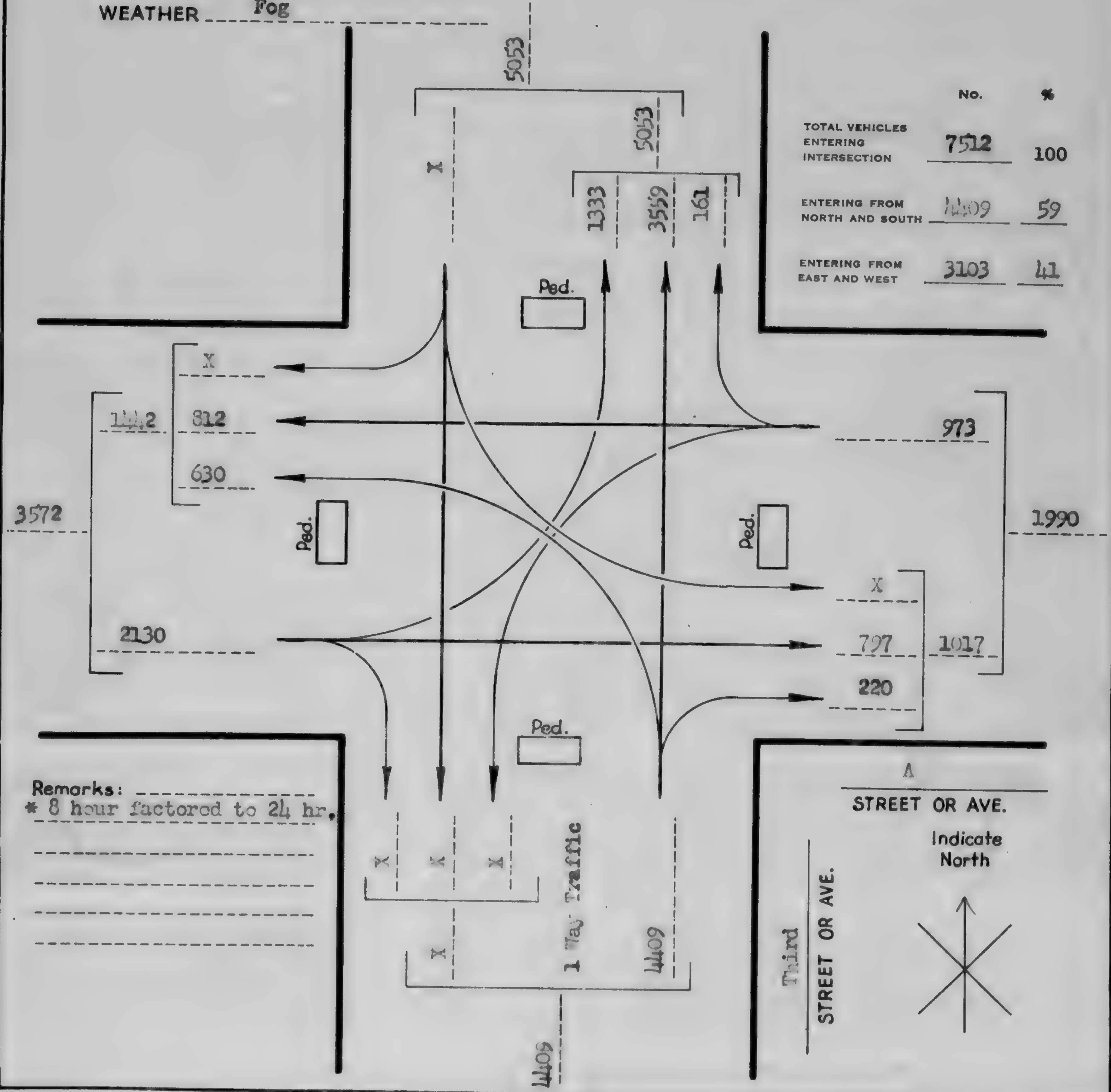
Remarks:
* 8 hour factored to 24 hr.

FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 18, 1949
DAY OF WEEK Friday
ACTUAL COUNT (VEH.) 8 * HRS.
HOURS COUNTED 6-10 a.m. 3-7 p.m.
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER Fog

CITY OF Corvallis
INTERSECTION OF 3rd & A
STATION NO
CODE NO
CLASSIFICATION All Vehicle


5053
5053
X
1333
3559
161
Ped.
X
1442
812
630
3572
Ped.
Ped.
973
1990
X
2130
797
1017
220
Ped.
X
X
X
X
1 Way Traffic
4409
4409

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7512	100
ENTERING FROM NORTH AND SOUTH	4409	59
ENTERING FROM EAST AND WEST	3103	41

Remarks:
* 8 hour factored to 24 hr.

A
STREET OR AVE.

Third
STREET OR AVE.

Indicate North

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head-On	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
On 3rd Street																	
Intersection at Harrison St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional Harrison St. to Van Buren St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at Van Buren St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	2	-	-	-	-	-	-	-	-	-	2	-	1	1	-	1	
Non-Intersectional Van Buren St. to Jackson St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at Jackson St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional Jackson St. to Monroe St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	1	-	-	2	-	-	-	-	3	-	-	3	-	-	
Intersection at Monroe St.																	
Before	1	-	-	-	1	-	-	-	-	-	2	-	-	2	-	-	
After	-	-	-	-	2	-	-	-	-	-	2	-	-	2	-	-	

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head - On	Rear - end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Non-Intersectional Monroe St. to Madison St.																	
Before	-	-	1	-	-	-	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	1	-	1	-	-	-	-	2	-	-	2	-	-	
Intersection at Madison St.																	
Before	1	-	-	-	1	-	-	-	-	1	3	-	-	3	-	-	
After	-	-	-	-	-	-	-	-	2	-	2	-	2	-	-	2	
Non-Intersectional Madison St. to Jefferson St.																	
Before	-	-	1	2	-	3	-	-	-	-	6	-	-	6	-	-	
After	-	-	2	-	-	1	-	-	-	-	3	-	-	3	-	-	
Intersection at Jefferson St.																	
Before	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	
Non-Intersectional Jefferson St. to Adams St.																	
Before	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	1	-	-	-	-	-	-	1	-	-	1	-	-	
Intersection at Adams St.																	
Before	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional Adams St. to Washington St.																	
Before	-	-	-	-	-	2	-	-	-	-	2	-	-	2	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head-On	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Intersection at Washington St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional Washington St. to "A" St.																	
Before	-	-	-	-	-	1	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at "A" St.																	
Before	1	-	1	-	-	-	-	-	-	-	2	-	1	1	-	1	
After	1	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	
Non-Intersectional "A" St. to "B" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at "B" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional "B" St. to "C" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at "C" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head-On	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Non-Intersectional "C" St. to "D" St.																	
Before	-	-	1	1	-	-	-	-	1	-	3	-	1	2	-	1	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at "D" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional "D" St. to City Limits																	
Before	-	-	1	-	-	-	-	1	-	-	2	-	1	1	-	1	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
On 4th Street Non-Intersectional Jackson St. to Monroe St.																	
Before	-	-	-	-	-	1	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at Monroe St.																	
Before	1	-	-	-	-	-	-	-	1	-	2	-	1	1	-	1	
After	1	-	1	-	-	-	-	-	1	-	3	-	1	2	-	1	
Non-Intersectional Monroe St. to Madison St.																	
Before	-	-	1	-	-	-	-	-	-	-	1	-	-	1	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head-On	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Intersection at Madison St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	3	-	-	-	-	-	3	-	-	3	-	-	
Non-Intersectional Madison St. to Jefferson St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at Jefferson St.																	
Before	2	-	-	-	-	-	-	-	-	-	2	-	-	2	-	-	
After	2	-	-	-	-	-	-	-	-	-	2	-	-	2	-	-	
Non-Intersectional Jefferson St. to Adams St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	1	-	-	-	-	1	-	-	1	-	-	
Intersection at Adams St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional Adams St. to Washington St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at Washington St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	1	-	-	-	1	-	-	-	-	-	2	-	-	2	-	-	

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS			Fatalities	Personal Injuries	REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head - On	Rear - end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage			
Non-Intersectional Washington St. to "A" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	
Intersection at "A" St.																	
Before	1	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	
After	1	-	-	1	-	-	-	-	-	-	2	-	-	2	-	-	
Non-Intersectional "A" St. to "B" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	1	-	-	-	-	-	-	1	-	-	1	-	-	
Intersection at "B" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional "B" St. to "C" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection at "C" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	
Non-Intersectional "C" St. to "D" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head-On	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Intersection at "D" St.																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Non-Intersectional "D" St. to City Limits																	
Before	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
After	-	-	-	-	-	-	-	1	-	-	1	-	-	1	-	-	
Third Street																	
"Before" Intersectional	3	-	1	-	4	-	-	-	-	1	9	-	1	8	-	1	
Non-Intersectional	-	-	4	3	1	6	-	1	1	-	16	-	2	14	-	2	
Total	3	-	5	3	5	6	-	1	1	1	25	-	3	22	-	3	
"After"																	
Intersectional	3	-	-	-	3	-	-	-	2	-	8	-	3	5	-	3	
Non-Intersectional	-	-	3	2	-	4	-	-	-	-	9	-	-	9	-	-	
Total	3	-	3	2	3	4	-	-	2	-	17	-	3	14	-	3	
Fourth Street																	
"Before"																	
Intersectional	4	-	-	-	-	-	-	-	1	-	5	-	1	4	-	1	
Non-Intersectional	-	-	1	-	-	1	-	-	-	-	2	-	-	2	-	-	
Total	4	-	1	-	-	1	-	-	1	-	7	-	1	6	-	1	
"After"																	
Intersectional	6	-	1	1	5	-	-	-	1	-	14	-	2	12	-	2	
Non-Intersectional	-	-	1	1	1	1	-	1	-	-	5	-	-	5	-	-	
Total	6	-	2	2	6	1	-	1	1	-	19	-	2	17	-	2	

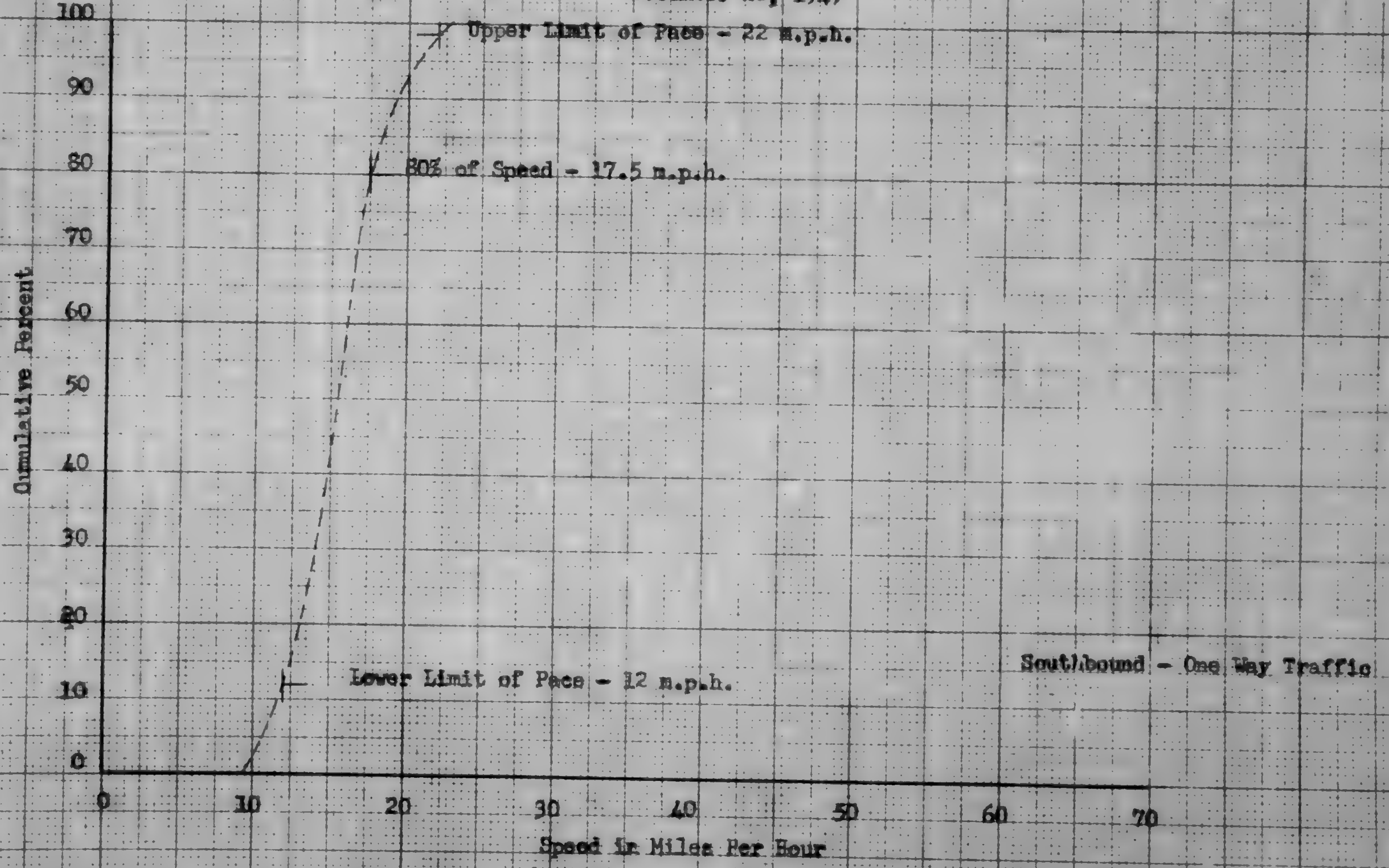
OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

LOCATION US99W - Corvallis Before & After One-Way Street System Third & Fourth Streets	COLLISION TYPE											CLASS					REMARKS Before - 9/1/48 to 11/30/48 After - 9/1/49 to 11/30/49
	Angle	Head-On	Rear-end	Sideswipe	Turning	Parking	Non-collision	Fixed Object	Pedestrian	Miscellaneous	TOTAL	Fatal	Non-fatal	Prop. Damage	Fatalities	Personal Injuries	
Total Accidents																	
"Before"																	
Intersectional	7	-	1	-	4	-	-	-	1	1	14	-	2	12	-	2	
Non-Intersectional	-	-	5	3	1	7	-	1	1	-	18	-	2	16	-	2	
Total	7	-	6	3	5	7	-	1	2	1	32	-	4	28	-	4	
"After"																	
Intersectional	9	-	1	1	8	-	-	-	3	-	22	-	5	17	-	5	
Non-Intersectional	-	-	4	3	1	5	-	1	-	-	14	-	-	14	-	-	
Total	9	-	5	4	9	5	-	1	3	-	36	-	5	31	-	5	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS

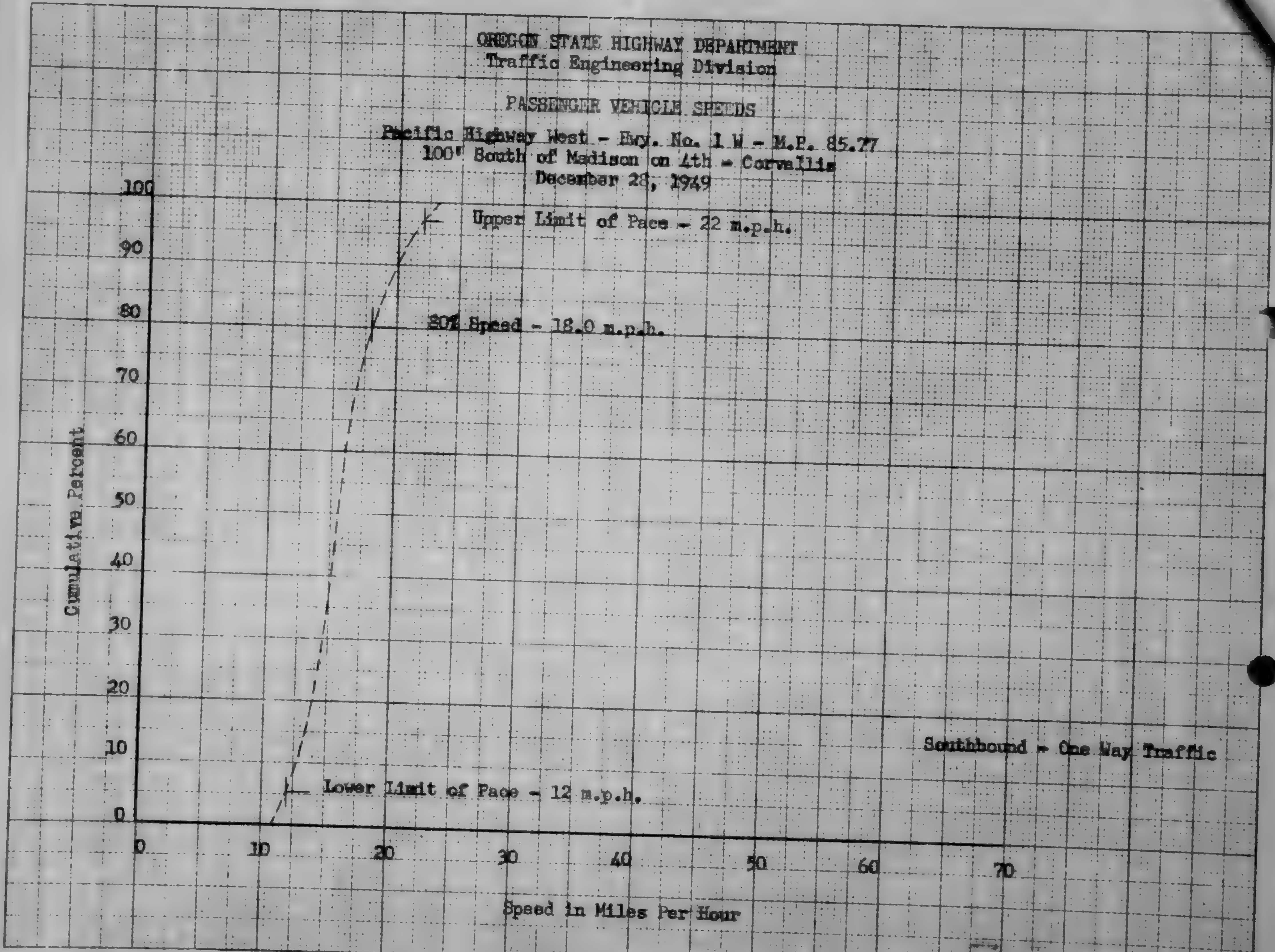
Pacific Highway West - Hwy. No. 1W - M.P. 85.58
100' North of Monroe on 4th - Corvallis
December 28, 1949



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS

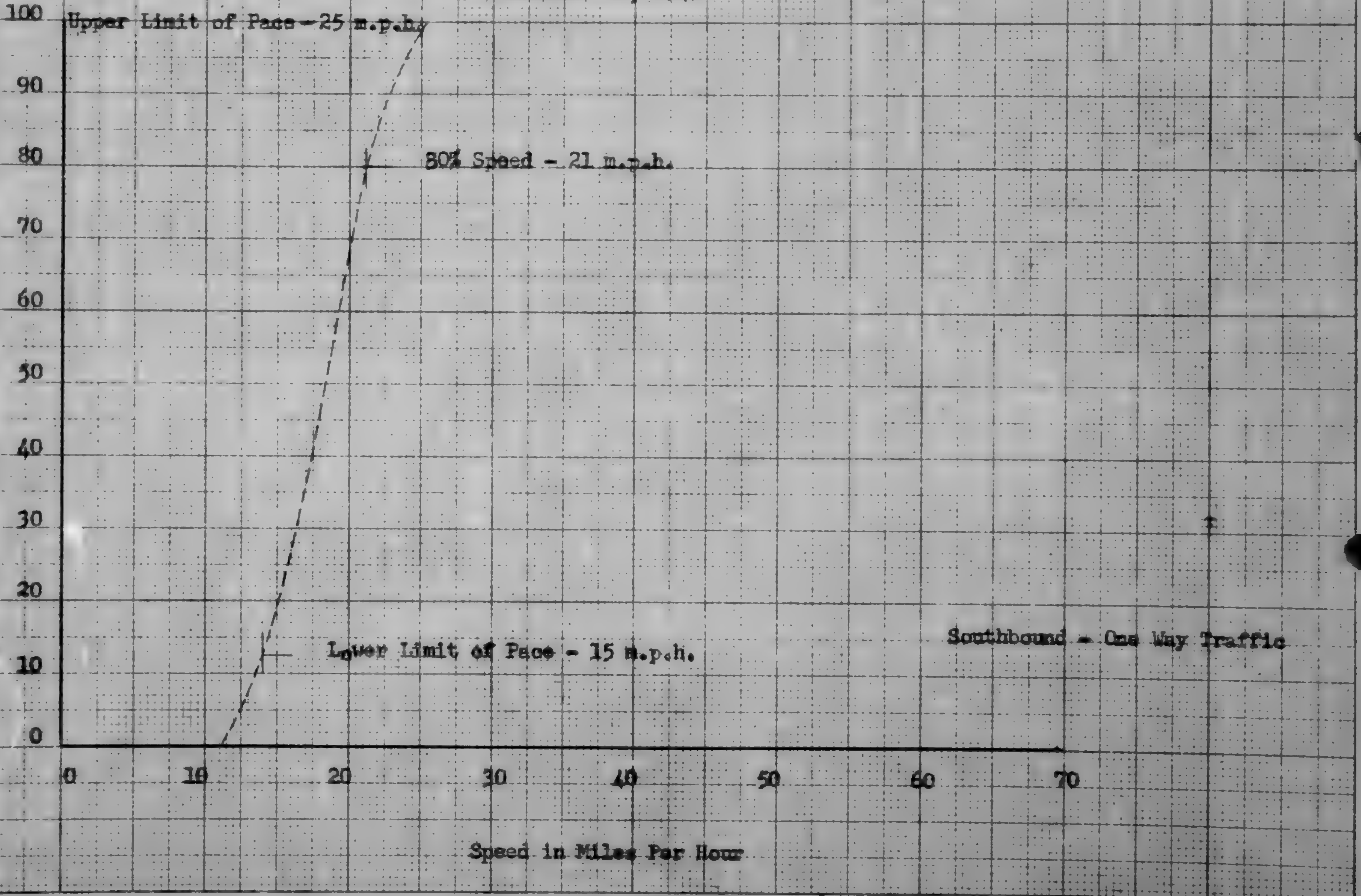
Pacific Highway West - Hwy. No. 1 W - M.P. 85.77
100' South of Madison on 4th - Corvallis
December 28, 1949



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS

Pacific Highway West - Hwy. No. 1W - M.P. 85.86
200' South of Jefferson on 4th - Corvallis
December 28, 1949



RECEIVED
SEP 21 1951
FOR FILING

ORECON STATE HIGHWAY COMMISSION
(date)
September 14, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3390	4 & 5 Final	Parker-Schram Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15768	B-23731	$ 3,379.59	Sep. 13, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1950

Time Extensions: Extended to June 29, 1951 without penalty

Completion Date: June 5, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-18-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

RECEIVED

FOR FILING

3-1034

3370

August 23, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3390 for work performed on the Ochoco Ave.-Milwaukie Service Road and Connections Section of the Pacific Highway East in Clackamas County was completed by the contractor, Parker-Schram Co., on June 5 and was formally accepted by the Highway Commission on July 16, 1951.

Final payment in the amount of $3,379.59 will be released to the contractor on or after September 2, 1951. The total contract amount is $20,869.03, of which amount $1,179.10 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED

FOR FILING

July 31, 1951

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 16, 1951, had under discussion your request for an extension of time of 45 days, from May 15 to June 29, 1951, within which to complete your contract No. 1390 covering the Ochoco Ave.-Milwaukie Service Road and Connections Section of the Pacific East Highway in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: A. G. Skelton,
Division Engineer

James Don,
Resident Engineer

H. G. Smith,
Construction Engineer

3-1034
3390

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Ochoco - Milwaukie Service Road

For Week Ending July 21, 1951

Highway Pacific - East

Kind of work Grading and Paving

Contractor Parker - Schram Co.

Section prefix 3-1034

Date of contract August 22, 1950

Contract number 3390

Date work started September 20, 1950

Date of completion October 15, 1950

Amount of contract $21,425.00

Estimated date of completion June 5, 1951

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $19,689.93

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $2,485.00, 100%

Date project was completed June 5, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received extra work bills from contractor this week.

Semi-final estimate completed and submitted to Division office Friday, July 20, 1951.

NOTED
H. W. LIBBY

RECEIVED
JUL 23 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed James Don

Address James Don, Resident Engineer
Portland 2, Oregon

NOTED
E. M. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39	0.39			0.39
Miles partially completed					
Miles completed	0.39	0.39			0.39
Total estimated quantities	3,586.1 C.Y.	3,335 C.Y.			1,026 Tons
Estimated quantities moved or placed to date	3,586.1 C.Y.	3,335 C.Y.			1,026 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Fair		
Saturday	"		

RECEIVED
JUL - 1951
FOR FILING

3-1-51

5390

July 2, 1951

Request for extension of time
No. 3
July 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on Contract No. 3390, Ochoco Avenue-Milwaukie Service Road, from May 15, 1951, to June 29, 1951.

The extremely heavy rains during the month of April prevented the contractor from preparing the subgrade for paving and caused considerable delay in the final completion of the project.

There was no delay or inconvenience to the traveling public, nor was any additional expense incurred by the State because of this overrun.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh   hi
Encl.

cc Mr. W. C. Williams
   Mr. H. G. Smith

RECEIVED
FOR FILING
3-10-54

5310

Salem, Oregon
February 15, 1951

Mr. A. G. Skelton

Bill Davis
& Fixott

I enclose four prints, as you requested, of the Fixott property in north Milwaukie.

Taking up the matters mentioned in your letter of February 13, I first must advise that the State Highway Commission has fulfilled its obligation as to construction of a service road, which terminated at the northerly property line of the Fixott property. Any further extension of this service road through the Fixott property to a junction with Main Street must be a City obligation. This actually is only an extension of their Main Street and is very definitely a City obligation.

As to Mr. Bill Davis' request for a connection to McLoughlin Boulevard, we wouldbe willing to recommend to the Highway Commission that he be granted an access, which, of course, would be for northbound traffic only, at approximate Station 340, as I have indicated in red on one of the sketch maps, if he would sell to the State, at a reasonable cost, the small amount of right of way necessary to square up our existing right of way.

Owing to the fact that traffic leaving Milwaukie immediately starts moving at high speed by reason of freeway characteristics, we would not desire to have this access any farther south than Station 340, for the reason that, after traffic has passed the River Road intersection, a sufficient distance is required for traffic to get out of the main traffic stream if it intends to turn into the Davis property. We think this minimum distance should be 200 to 250 feet. We are not in favor of an entrance and exit, as this simply throws two surprise entranceways onto the main highway. We will be willing to recommend the one access to a comparatively wide width, say 40 feet. Traffic, after entering the Davis property would either turn around and go out the same access, if northbound, or proceed north on the service road to the present connection at the traffic lights. If traffic desired to return to Milwaukie, such return could be made by way of the service road, if and when constructed.

Please take this matter up with Mr. Davis and determine on what basis will he sell right of way needed by the State and will he accept the one access, for which we will allow a width of 40 feet, possibly 50, if he should so demand.

Please understand that this is no commitment, but merely an effort to get information on which to base a report to the Highway Commission.

W. C. Williams

WCW:me

Encl.

FORM R-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 13th, 1951

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Fixott property lying on the east side of McLoughlin Boulevard and between the main part of Milwaukie and the section of the Ochoco Avenue-Milwaukie Service Road now under contract has been purchased by a Mr. Bill Davis. Mr. Davis was in our office recently, discussing the continuation of this service road from where it now ends to a connection with Main Street. He has talked to the city about selling them the necessary right of way, but before proceeding with that, he had a few questions that he wanted an answer on from us.

I am enclosing herewith a sketch prepared by Mr. Broadwell, which shows the alignment for this service road, which meets with Mr. Davis' approval. This is a considerably better alignment than we had expected to get there, but Davis wants to throw the road as far towards the house as is convenient, and wants to retain and develop the property between this road and McLoughlin Boulevard. He would like to have access to McLoughlin Boulevard for northbound traffic only, and, of course, wants access to the service road. What he would like on McLoughlin would be an entrance and an exit, or at least one connection if the entrance and exit is not feasible. He has no particular objection to our squaring up the right of way as we have shown, and would sell the additional right of way, provided the entrance and exit are allowed.

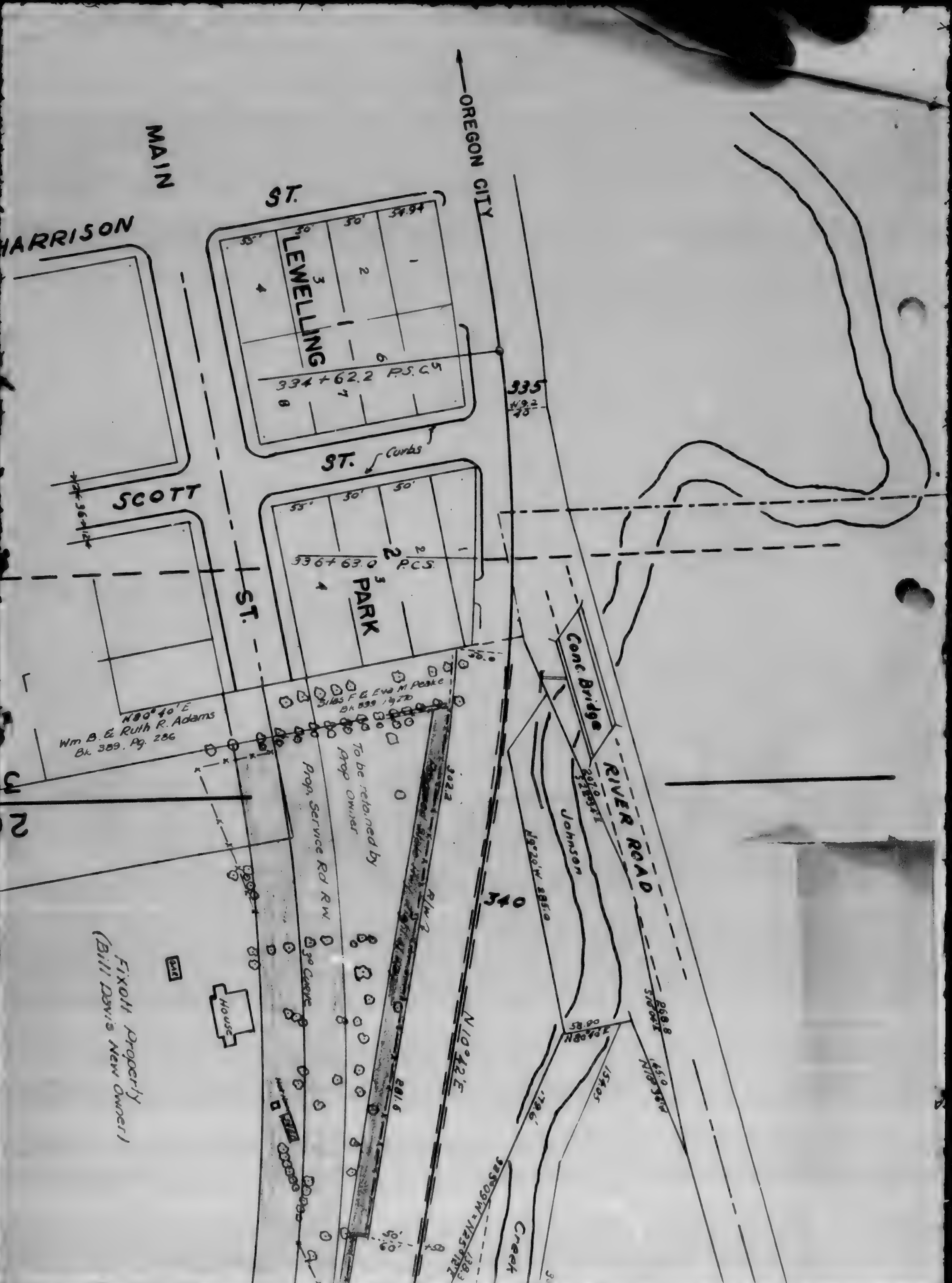
Mr. Davis would like to know our position on the above before he deals with the City of Milwaukie for this right of way. We would like to have about four prints from the enclosed tracing.

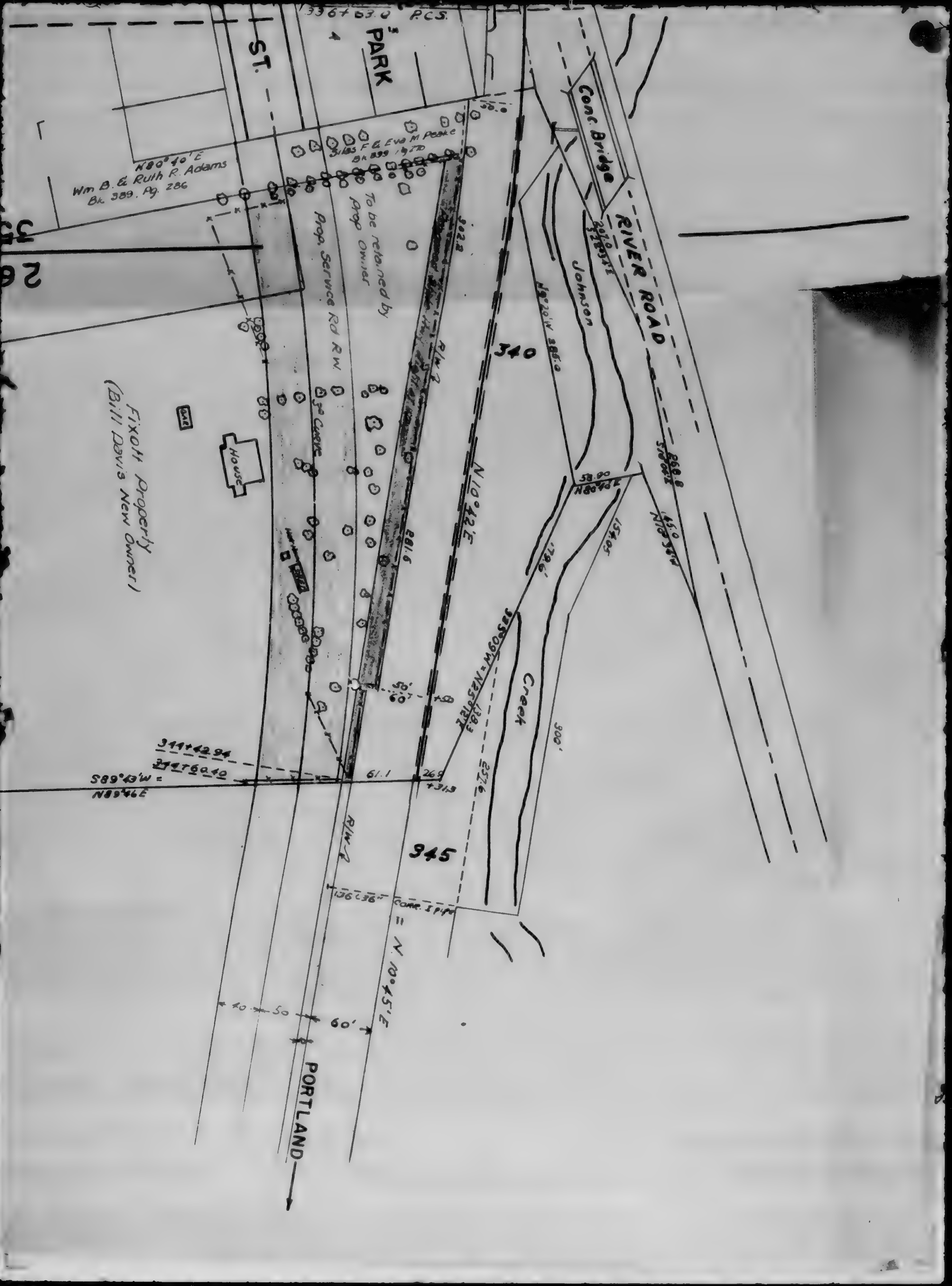
Yours very truly,

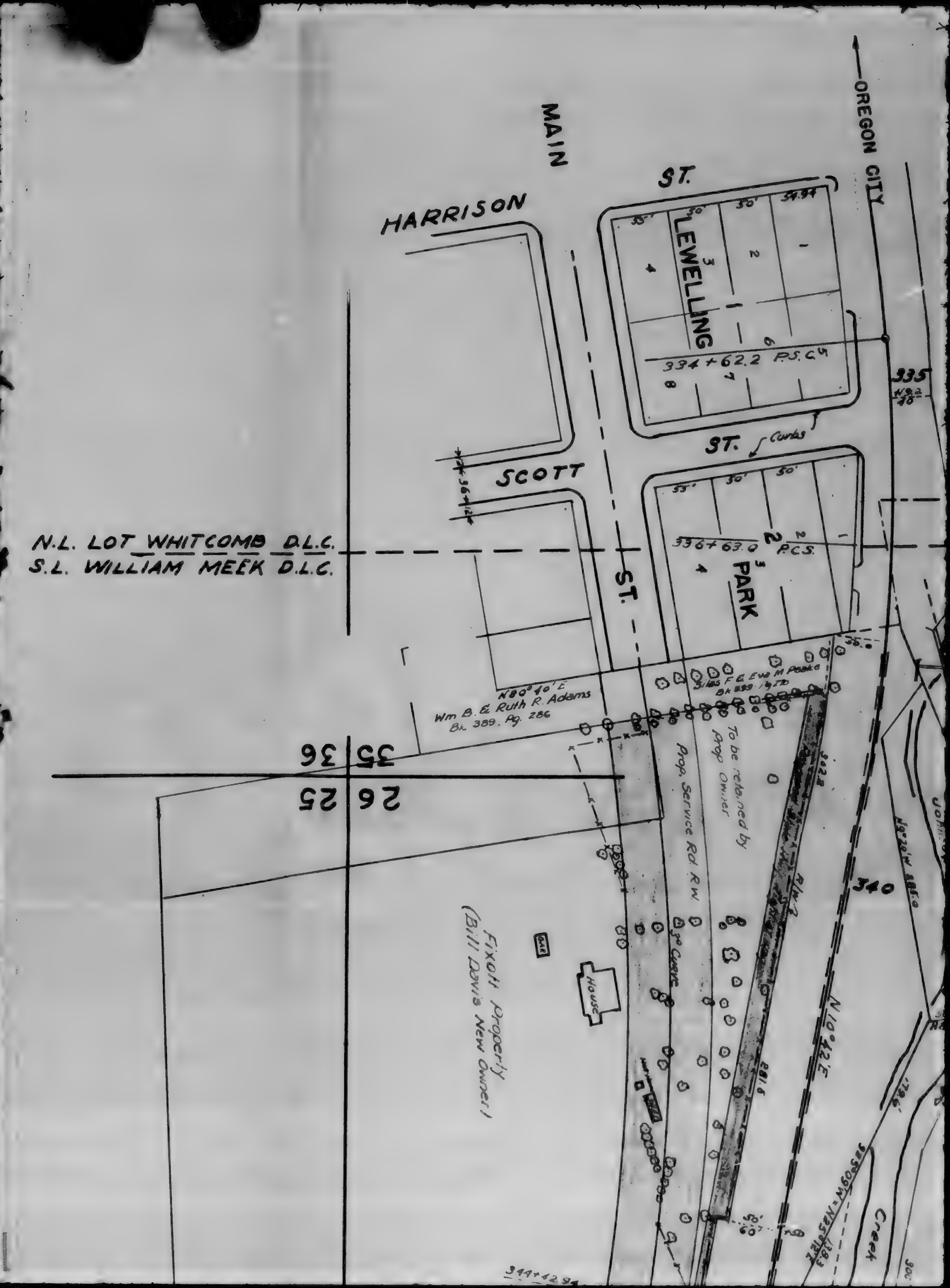
A. G. Skelton

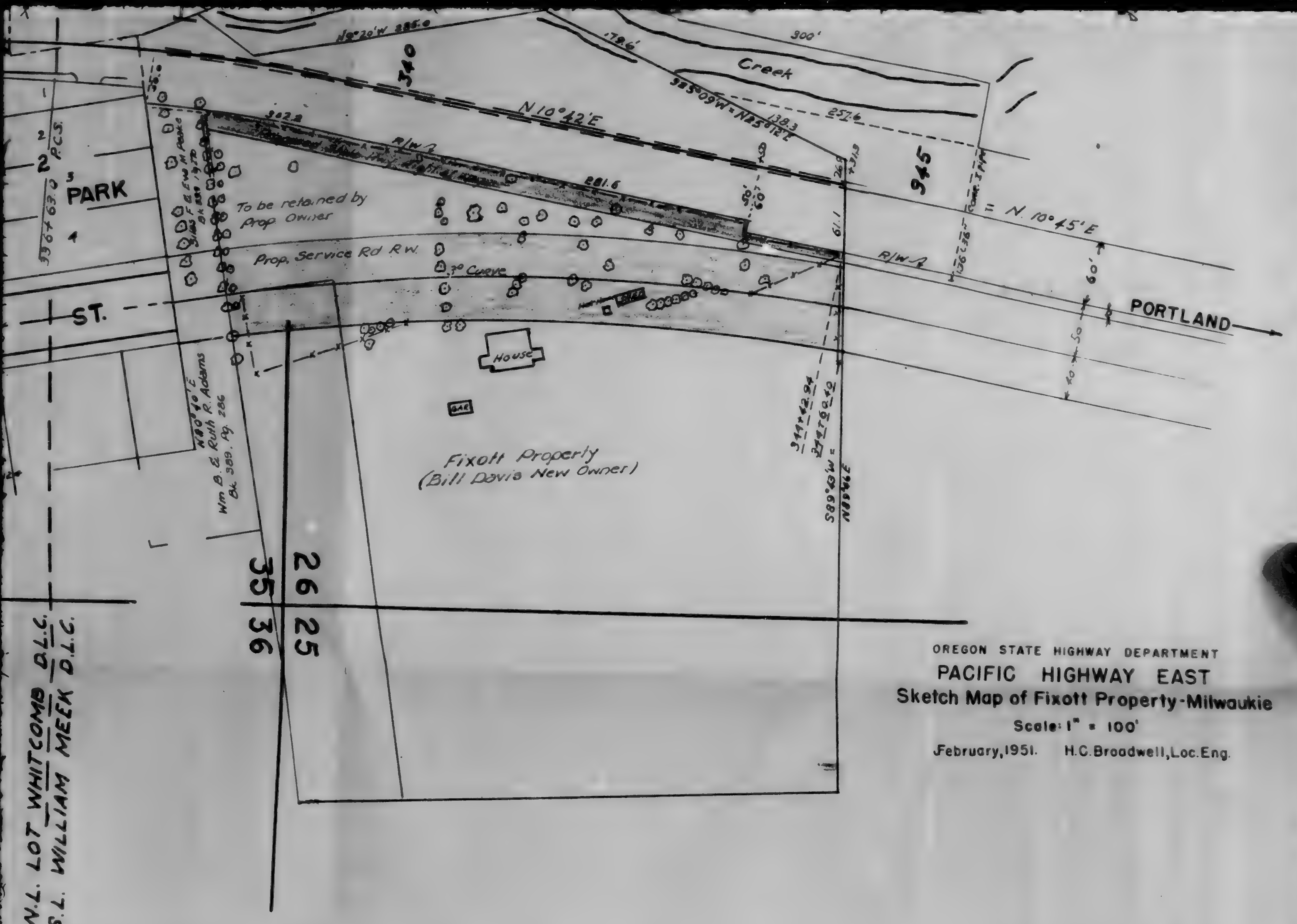
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
H. C. Broadwell


OREGON CITY
MAIN
ST.
HARRISON
LEWELLING
334+62.2 P.S.C.
335
340
ST.
Curbs
SCOTT
ST.
PARK
336+63.0 P.C.S.
Conc. Bridge
RIVER ROAD
Johnson
Creek
N80°40'E
Wm B. & Ruth R. Adams
Bk. 389, Pg. 286
Silas F. & Eva M Peake
Bk 399 1970
To be retained by
Prop Owner
Prop. Service Rd R/W
R/W
302.2
281.6
N10°42'E
Fixott Property
(Bill Davis New Owner)
House
58.90
N80°40'E
50'
60'
55'
34.94


336+63.0 P.C.S.
ST.
PARK
Conc. Bridge
RIVER ROAD
N80°40'E
Wm B. & Ruth R. Adams
Bk. 389. Pg. 286
Silas F & Eva M Peake
Bk 399 Pg 270
50.0
To be retained by Prop Owner
Prop. Service Rd R/W
302.2
R/W
340
N10°42'E
Johnson
N10°20'W 385.0
207.0
S78°34'E
58.90
N80°40'E
266.8
S76°06'E
145.0
N76°34'W
179.6'
154.05
Fixott Property
(Bill Davis New Owner)
House
3° Curve
281.6
50'
60'
+90
N25°51'W = N60°58'E
138.3
Creek
300'
257.6
344+42.94
344+60.40
S89°43'W =
N89°46'E
61.1
26.9
+31.3
R/W
345
136 L 36" Corr. I Pipe
= N. 10°45'E
40
50
60'
PORTLAND


MAIN
OREGON CITY
HARRISON
ST.
LEWELLING
334+62.2 P.S.C.
335
SCOTT
ST.
Curbs
PARK
336+63.0 P.S.
N.L. LOT WHITCOMB D.L.C.
S.L. WILLIAM MEEK D.L.C.
ST.
N80°10'E
Wm B. & Ruth R. Adams
Bk. 389. Pg. 286
Silas F. & Eva M Peake
Bk 389. Pg 270
35 36
26 25
To be retained by
Prop Owner
Prop. Service Rd R/W
R/W
340
Fixott Property
(Bill Davis New Owner)
House
N10°42'E
281.6
50'
60'
Creek
344+42.94


N.L. LOT WHITCOMB D.L.C.
S.L. WILLIAM MEEK D.L.C.
ST.
PARK
336+63.0
2 P.C.S.
Silas F. & Eva M. Peake Bk. 389 Pg. 170
N80°40'E
Wm B. & Ruth R. Adams Bk. 389, Pg. 286
To be retained by Prop. Owner
Prop. Service Rd R.W.
3° Curve
House
Gar
Fixott Property (Bill Davis New Owner)
26
25
35
36
340
345
N10°42'E
N. 10°45'E
Creek
N8°20'W 285.0
179.6'
900'
S85°09'W = N85°12'E
138.3
257.6
302.2
281.6
R/W
50'
60'
61.1
26.9
+31.3
136.38
344+42.94
344+60.40
S89°43'W = N89°46'E
60'
50
40
PORTLAND

OREGON STATE HIGHWAY DEPARTMENT

PACIFIC HIGHWAY EAST

Sketch Map of Fixott Property-Milwaukie

Scale: 1" = 100'

February, 1951. H.C. Broadwell, Loc. Eng.

RECEIVED
5 1951
FOR FILING

3-1034

[illegible]

February 1, 1951

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 171 days, from November 25, 1950 to May 15, 1951, within which to complete your contract No. 3390 for grading and paving on the Ochoco Ave.-Milwaukie Service Road and Connections Section of the Pacific Highway East in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

A. B. Dean,
Resident Engineer

H. O. Smith

NOTED ON CARD

RECEIVED
JAN 17 1951
FOR FILING

2-10 34

[illegible]

January 15, 1951

Request for extension of time
No. 5
January 23 and 24 meeting

Oregon State Highway Commission

Gentlemen

Herewith is a request from Parker-Schram Co. for an extension of time on Contract No. [illegible] Ochoco Avenue-Milwaukie Service Road and Connections on the Pacific Highway East, from November 25, 1950 to May 15, 1951.

The Commission had previously granted an extension of time to November 25, 1950 without penalty. However, adverse weather conditions from the specified completion date of October 15 to the present time have interfered with the normal prosecution of the work, and it was not deemed advisable to permit the placing of the asphaltic concrete specified.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
NOV 27 1950
FOR FILING

2-1334

3390

November 17, 1950

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 9, 1950, had under discussion your request for an extension of time of 40 days, from October 15 to November 25, 1950, within which to complete your contract No. 3390 for grading and paving on the Ochoco Ave.-Milwaukie Service Road and Connections Section of the Pacific Highway East in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

A. B. Dean,
Resident Engineer

H. G. Smith

NOTED ON CARD

RECEIVED
NOV 9 - 1950
FOR FILING

3-1034

3390

November 6, 1950

Request for extension of time
No. 8
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on Contract No. 3390, Ochoco Avenue-Milwaukie Service Road and Connections, from October 15, 1950 to November 25, 1950.

Adverse weather conditions from September 25 to this date have interfered very seriously with the construction operations. Since the delay is no fault of the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
SEP 15 1950
FOR FILING

3-1034

3390

September 14, 1950

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3386, for paving on the Denver Avenue-Vanport Connection Section of the Pacific West Highway in Multnomah County, awarded August 21, 1950.

Contract No. 3390, for grading and paving on the Ochoco Ave.-Milwaukie Service Road and Connections Section of the Pacific Highway East in Clackamas County, awarded August 22, 1950.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAR 7 - 1951
FOR FILING

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1950

SUBJECT: File 13778. Public Housing Authority, Portland-Milwaukie Section, Pacific Highway East.

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The matter of the acquisition of additional right of way on the westerly side of the highway between Sellwood Gardens and Milwaukie has become somewhat confused. The Public Housing Administration has asked for a statement of policy from the Highway Commission as to the providing for an access or service road along the west side of the proposed acquisition, to service the remaining Housing Administration property.

I believe in the first instance we made application for this right of way on the basis of controlled access. Now the question arises as to whether we should allow access at definite points or whether we should restrict all rights of access and provide an outer highway or service road. I understand that some members of the department have also favored taking an additional 100-foot width of right of way, although this is contrary to the original descriptions that have been submitted.

It would be appreciated if you could confirm just what is desired and also what we should do as to controlling access. I will be glad to discuss this matter with you at your convenience, so that something definite can be furnished to the Public Housing Administration in Seattle.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Asst. Right of Way Engineer

RLP:ea

AUG 25 1950
FOR FILING

3-1034

3370

Salem, Oregon
August 25, 1950

Agreement with Milwaukie
for service road.

Mr. H. C. Smith
Mr. S. H. Probert
Mr. A. G. Skelton

Attached hereto is one copy of an agreement with the City of Milwaukie providing for a service road along the easterly side of the Pacific Highway East in the vicinity of the International Harvester Company property and the Milwaukie Housing Area.

L. H. Warfield
Staff Engineer

LHW:bl
Attach

RECEIVED
AUG 2 5 1950
FOR FILING
FORM E-30X 15M 5-50 40301

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 24th, 1950

SUBJECT: Embankment Construction on
Ochoco Ave.-Milwaukie Section

To:
Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

As per instructions from W. C. Williams, I am sending herewith three copies of Monthly Estimate, together with Monthly Project Cost Report, covering embankment construction performed by the City of Milwaukie on the Ochoco Avenue-Milwaukie section of the Pacific Highway East under agreement with the State Highway Commission dated April 25, 1950.

Under the terms of the agreement 22,369 cubic yards of material was to be furnished by the City of Milwaukie at an agreed price of $0.35 per cubic yard. Due to the fact the City of Milwaukie was unable to reach an agreement, relative to the Fixit property at the south end of the project, it was necessary to reduce the quantities of embankment to approximately 19,700 cubic yards. This material is now in place, but there is still considerable shaping to be done before the city's operations are completed. We have, therefore, held back $700.00 worth of work, and it is my understanding that the City of Milwaukie will endeavor to have Parker-Schram Company, the State's contractor on the paving of this section of road, complete their work at a later date. If, and when, this is done, a final estimate of the work performed by the City of Milwaukie will be furnished you.

Yours very truly,

P. T. YOUNG
Assistant Division Engineer

PTY:w
Encl.
cc: W. C. Williams ✓

RECEIVED
AUG - 4 1950
FOR FILING

FORM E-30X 15M 5-50 40301

[illegible]

[illegible]

1769

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 3, 1950

SUBJECT: Easement from Federal Public Housing Authority

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I am enclosing herewith original copy of an easement dated July 28, 1950 from the United States of America Public Housing Administration to the State Highway Commission granting us an easement for a strip of land 500 feet in length and 100 feet in width on the east side of Pacific Highway East and lying south of Clackamas County Housing Authority light at Kellogg Park. This is the easement requested in my letter of July 19th to the Clackamas County Housing Authority. Copies of this request were sent to both yourself and Mr. Williams.

In the letter dated August 1st from R. H. Hutchinson of the Federal Public Housing Authority to Thomas D. Telford of the Clackamas County Housing Authority, copy of which is attached, you will note that Mr. Hutchinson asks that they furnish recordation data when this easement goes on record. When the Legal Department records this easement it is suggested that both the Federal Public Housing Authority and the Clackamas County Housing Authority be advised.

The original sketch was sent to you with your copy of my letter to the Clackamas County Housing Authority and should be in your file.

Very truly yours,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. W. C. Williams

Enc.

COPY

National Housing Agency
FEDERAL PUBLIC HOUSING AUTHORITY

August 1, 1950

Thomas D. Telford, Executive Director
Housing Authority of the County of Clackamas
P. O. Drawer 1
Milwaukie, Oregon

ORE-35023

Dear Mr. Telford:

The original and one copy of (ORE-S-35023)d-6 are attached, granting the State Highway Commission an easement over the area requested. The description of the area which was furnished has been used but the point of beginning has been related to the description of the project site, rather than to past Oregon State Highway Commission highway surveys and their engineers' stations.

Please furnish recordation data when this goes on record.

Sincerely,

R. H. Hutchinson
Sales Officer

Enclosure

RECEIVED

3370

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
PORTLAND
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2125

IN REPLY PLEASE
REFER TO FILE NO.

July 19, 1950

Clackamas County Housing Authority
Milwaukie, Oregon

Attn: Mr. Thomas B. Telford

Gentlemen:

The Oregon State Highway Commission plans to call for bids on the surfacing and paving of the outer road or access highway on the east side of the Pacific Highway East and extending south from the Kellogg Park light, which is shown on Road A in your plat, to the south end of the property secured by the City of Milwaukie from the Public Housing Administration. This will serve the new development of the International Harvester Company, and will greatly increase traffic coming on and off the highway at the Kellogg Park light.

Both the City of Milwaukie and your administration have mentioned the necessity of a semi-traffic circle, or something of this nature that will take south bound left turn traffic from the highway, and let them cross the highway at the light at right angles, in place of making the left turn from the left south bound lane, which they do at present. This left turn is a serious traffic hazard to all the people who have to make this turn, including people who live in Kellogg Park.

The Highway Commission is willing to construct a semi-traffic circle, provided an easement may be secured from yourselves and the Public Housing Administration. We, therefore, request that an easement be granted to the State Highway Commission for a strip 500 feet in length and 100 feet in width, extending northerly from Road A, and described as follows:

Beginning at a point on the west line of the East Portland-Oregon City Highway, said point being 50.0 feet westerlyfrom, when measured at right angles to,Engineer's station 360+22.0, said point being 2100.12 feet north and 153.44 feet west of the southeast corner of Section 26, Twp. 1 South, Range 1 East, W.M.; thence North 10°45'E (N. 10°23'50"E. Deed Bearing) parallel to said highway center line, a distance of 500.0 feet; thence North 79°15'W (N. 79°36'10"W. Deed Bearing), a distance of 100.0 feet; thence S. 10°45'W (S. 10°23'50"W. Deed Bearing), a distance of 496.80 feet; thence S. 77°25'E. (S. 77°46'10"E. Deed Bearing), a distance of 100.05 feet to the point of beginning. The parcel of land to which this description applies contains 1.14 acres.

I am enclosing herewith a sketch showing this proposed easement and indicating roughly the proposed construction.

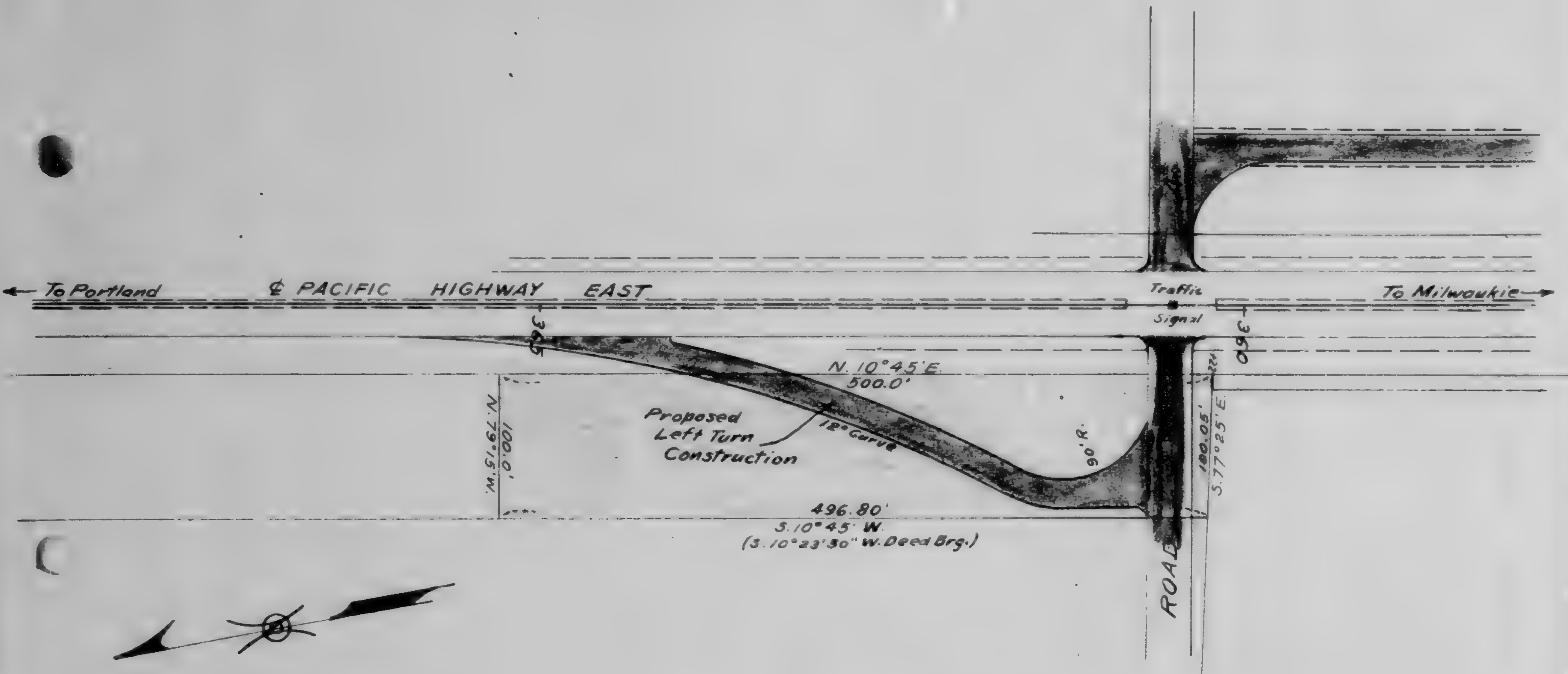
It is expected that the contract for the access road on the east side of the highway will be let at the August meeting of the Highway Commission, and if this easement can be secured before the end of this month, the construction of this traffic circle could be included in the same contract.

Yours very truly,

A G Skelton

A. G. SKELTON
Division Engineer

AGS:w
Incl.
cc: W. C. Williams ✓
H. G. Smith
H. C. Broadwell



To Portland
℄ PACIFIC HIGHWAY EAST
To Milwaukie
365
360
Traffic Signal
N. 10°45' E.
500.0'
N. 79°15' W.
100.0'
Proposed Left Turn Construction
18° Curve
90' R.
496.80'
S. 10°45' W.
(S. 10°23'30" W. Deed Brg.)
100.05'
S. 77°25' E.
ROAD

OREGON STATE HIGHWAY DEPARTMENT

PACIFIC HIGHWAY EAST

Showing Property to be Acquired for Proposed Left Turn Connection to Road "A" in Kellogg Park

Scale: 1" = 100'

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FOR FILING

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3370

April 28, 1950

Ellen Martin, City Recorder
City Hall
Milwaukie, Oregon

Dear Madam:

We are enclosing herewith, for the records and files of your city, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission and the City of Milwaukie covering construction of "outer highway" along US99E between Portland and Milwaukie, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

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4b
4-3-50
agenda
Milwaukie
Service Road

Salem, Oregon
April 14, 1950

Mr. J. M. Devers

At the last Commission meeting authority was granted by the Highway Commission to enter into an agreement with the City of Milwaukie, wherein the City of Milwaukie would furnish the right of way and make the highway embankment in accordance with the state's plans and specifications on the outer highway to be constructed parallel to the Pacific Highway.

It was agreed that the State would pay to the City of Milwaukie 35¢ per cubic yard for embankment materials in place, which is estimated to save the State approximately 40¢ per cubic yard, as it would cost approximately 75¢ per cubic yard if the materials had to be hauled in from outside sources. The City has materials available from excavations in connection with the International Harvester Company's plant and railroad spur.

When we presented the matter to the Commission, our preliminary estimates indicated that approximately 20,000 cubic yards of materials would be required, estimated to cost $7,000. Our final survey figures indicate that the actual amount of embankment required is 22,859 yards, which, at the agreed price of 35¢ per yard, will amount to $8,000.70. For purposes of the agreement, this amount should be stipulated as a flat payment of $8,000.

I am returning to you herewith the agreement forms previously prepared, with the request that you please incorporate in the agreement the provision that the City of Milwaukie construct the roadbed embankment between the same limits specified in the agreement, for the sum of $8,000. It is to be stipulated that payment will be made to the City of Milwaukie when the work has been completed to the satisfaction of the State Highway Commission.

I am leaving Monday and will be gone until Friday, so I would appreciate your forwarding the agreements, when completed, to A. G. Skelton, in Portland, so that he may secure execution by the City of Milwaukie previous to the Highway Commission meeting on April 24-25.

WCW:me
Encl.

W. C. Williams

FORM E-30 25M 9-48 24000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 13th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with your telephone conversation of this morning, Mr. Broadwell has checked quantities on the Milwaukie-Ochoco service road between Kellogg Park light and the end of the City of Milwaukie property at the north Fixit line, particularly that portion graded by the City of Milwaukie last year in front of the International Harvester Plant. This section is from Station 351+28 to 356+83, and the yardage involved is 600 yards. Eliminating this 600 yards of fill, the total pay yardage would be 22,859 yards.

In connection with the section 351+28 to 356+83, the City of Milwaukie should also do some additional grading where their fill joins on to our highway embankment. The fill at this juncture is high in places, so that water would be pocketed. It should be graded down to proper section and suitable grade for drainage, which would provide sufficient material to bring the service road roadbed section to proper grade.

I have not been able to contact Mr. Taber yet, but have left instructions for him to call, and will advise him of the quantities involved, and the requirement that the city make the channel change across the Fixit property, and that they complete the section in front of the Harvester development.

Yours very truly,

NOTED
W C WILLIAMS

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
H. C. Broadwell

Mr. Taber was advised of the above, and the city will take care of the additional work required.

AGS

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FOR FILING

FORM E-30 25M 9-49 34998

3-1034

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 12th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

You recently telephoned Mr. Young, requesting figures on the actual embankment yardage that would be required in the Milwaukie-Ochoco service road between the Kellogg Park light and the end of the City of Milwaukie property at the north Fixit line. Mr. Broadwell has completed his check up on the entire section, and arrives at a total yardage of 23,459 yards of embankment. This includes bringing up the section in front of the present harvester building that was previously partly graded by the city. The grading of the section from the north line of the harvester property to the Kellogg Park light, and the grading from Harvester Avenue south to the north Fixit line is also included in the total.

In connection with carrying the grading to the north Fixit line, if this is done, it will be necessary to extend our existing cross culvert across the service road, and also make a channel change across one corner of the Fixit property. The city has secured verbal permission from the Fixits to make this channel change. This is now being confirmed by written agreement or easement. In discussing this matter with Mr. Taber, City Manager, he advised that they would like for the State to make this channel change. This channel change would require approximately 250 cubic yards of excavation. The city is very desirous of completing the fill with the Fixit line, and I presume would make this channel change if we are not willing to do this work. I advised Mr. Taber that there was a definite question in my mind as to whether the State would be willing to do any work beyond the south line of the city property, even if the easement were secured by the city. If this channel change is not made, it would mean that we would have to stop our fill some 125 feet further north, which would eliminate approximately 2800 yards from the total yards shown.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
H. C. Broadwell

RECEIVED
MAR 31 1950
FOR FILING

P.

March 29, 1950

Milwaukie

Oregon State Highway Commission

Gentlemen:

At a recent meeting you approved the completion of the Milwaukie access road, for which $65,000 was allocated in the 1946 state program. Your approval was based on the City's furnishing the right of way required for the service road and the consent to only one entrance (where signal lights now exist) to the Pacific Highway East.

The City is agreeable to this plan. It also advises that in the excavation of a railroad spur for the International Harvester Company and other leveling operations they will have excess materials sufficient to construct the roadbed for the surfaced road. The City agreed to construct the service road grade for 35 cents per cubic yard, which would effect a very material saving over what the cost would be if it were necessary to haul the materials in from outside sources. There are approximately 20,000 yards involved, and, under our estimate of 75 cents per yard, this would cost $15,000. The City's proposal of 35 cents per yard would result in a cost of $7,000, or a saving of $8,000 for the roadbed embankment.

This matter will be on the April 3 agenda, and I recommend that you approve the entering into of an agreement with the City of Milwaukie wherein the City will furnish all rights of way and construct the roadbed to state highway specifications, at a cost of 35 cents per cubic yard, or approximately $7,000. This matter needs early consideration, as the excess materials will only be available for a limited time.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith

C
O
P
Y

Por. ORE-35023
No. (Ore-S-35023)d-6

EASEMENT

KNOW ALL MEN BY THESE PRESENTS:

That the United States of America, acting by and through the Public Housing Administration, for good and valuable consideration, the receipt of which is hereby acknowledged, does hereby remise, release and quit claim unto the Oregon State Highway Commission, an easement for public road purposes only, located in the County of Clackamas, State of Oregon, and more particularly described as follows:

> A part of the William Meek Donation Land Claim No. 50, in Township 1 South, Range 1 East, of the Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:
>
> Beginning at the intersection of the Westerly boundary of the East Portland-Oregon City Highway with the North boundary of the William Meek Donation Land Claim No. 50, in Section 26, Township 1 South, Range 1 East of the Willamette Meridian, which intersection bears North 89°07' East, 294.0 feet from the Re-entrant corner of said D.L.C.; thence South 10°23'50" West (S. 10°45' W. State Highway bearing), 2019.01 feet to the True Point of Beginning, said point being 50.0 feet westerly from, when measured at right angles to, Engineer's Station 300+22.0 on said Highway; thence North 10°23'50" East (N. 10°45' E. State Highway bearing), 500.0 feet; thence North 79° 36'10" West (N. 79°15' W. State Highway bearing), 100.0 feet; thence South 10°23' 50" West (S. 10°45' W. State Highway bearing), 496.80 feet; thence South 77°46' 10" East (S. 77°25' E. State Highway bearing), 100.05 feet to the True Point of Beginning, containing 1.14 acres more or less, said land being located within Housing Project No. Ore-35023, and also adjacent to and West of the East Portland-Oregon City Highway. The easement herein granted is also shown on the attached plat which is made a part hereof.

The granting of this easement does not preclude the United States of America from exercising its right to enter upon the lands described above and prospect for, mine and remove minerals, in accordance with Executive Order [illegible], dated December 5, 1947.

The Grantee and its assigns shall indemnify and hold harmless the Grantor and its assigns against any and all liability, loss or damage which may directly or indirectly result to property, person or persons where such loss, injury or damage grows out of, or arises from the existence of the easement herein granted.

IN WITNESS WHEREOF, this instrument has been executed this 28th day of July, 1950.

UNITED STATES OF AMERICA
PUBLIC HOUSING ADMINISTRATION

By AUBREY DAVIS, JR. (Signed)
Acting Director
Seattle Field Office

STATE OF WASHINGTON:
: SS
COUNTY OF KING :

On this 28th day of July, 1950, before me, Alfred S. Field, a Notary Public in and for the State of Washington, residing at Seattle, personally appeared Aubrey Davis, Jr., to me known to be the Acting Director, Seattle Field Office, Public Housing Administration of the United States of America, and acknowledged the foregoing instrument to be the free and voluntary act and deed of the United States of America, for the uses and purposes therein mentioned, and on oath stated that he was authorized by law to execute said instrument and that the seal affixed is the seal of the said Public Housing Administration.

IN WITNESS WHEREOF, I have hereunder set my hand and affixed my official seal the day and year first above written.

ALFRED S. FIELD (Signed)
Notary Public in and for the State
of Washington, residing at Seattle.

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FOR FILING

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4-U

Salem, Oregon
February 15, 1950

Mr. J. M. Devers

At the last meeting of the Commission, approval was given to the entering into of an agreement between the State Highway Commission and the City of Milwaukie for the construction of a frontage road on the easterly side of the Pacific Highway East between the Dr. Fixott property and a connection to the Pacific Highway at the Kellogg Park traffic lights. This proposed construction is indicated on the map, of which three copies are attached hereto. The agreement shall specify the following things to be done by the State and the City of Milwaukie.

Things to be Done by the State:

1. Complete the grading, surfacing, and paving of a frontage road between Engineer's Stations 344/42.94 and 360/33, said frontage road to be constructed in conformance with the typical section indicated on the map.

2. Acquire right of way, grade, surface, pave, and maintain the left-turn lane indicated by yellow coloring on the map.

Things to be Done by the City:

1. The City shall, without cost to the State, acquire the rights of way necessary for the construction of the frontage road on the east side of the Pacific Highway, said rights of way being indicated in green coloring on the attached map.

2. Maintain, after construction, at the cost of the City, as a part of its street system, the frontage road.

3. Close the existing Harvester Drive at the east property line of the Pacific Highway and provide thereafter that all access from the frontage road to the Pacific Highway shall be at Engineer's Station 360/50, which is the location of the existing traffic signals at the Kellogg Park entrance.

Upon execution of this agreement by both interested parties and after the rights of way have been provided as required by the City, the State will prepare the necessary plans, call bids, and supervise construction of the frontage road, together with the left-turn lane at the Kellogg Park traffic lights.

Will you please prepare the necessary agreement form for presentation to the City of Milwaukie.

W. C. Williams

WCW:me

Encl.

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JAN 30 1950
FOR FILING

3-1034

3290

January 27, 1950

Oregon State Highway Commission

Gentlemen:

On the unfinished business agenda there is the item of the Milwaukie service road. At the November meeting the Engineer and the Chief Counsel were instructed to consult with Milwaukie city officials to see what could be worked out.

Originally the City had requested that this service road be extended to connect with the main street of Milwaukie, and this would have necessitated the acquisition of some expensive right of way through the Dr. Fixit, et al, property, estimated at some $20,000 to $25,000. This does not now seem desirable or necessary from the standpoint of the State.

The City has now agreed that, if the State will grade and pave the service road from the existing traffic lights to the north boundary of the private property, it will forego the demand for the connection to Main Street and will agree to the closure of the temporary access which it now has to McLoughlin Boulevard (Pacific Highway East) from the International Harvester Company's plant now under construction. The City also agrees to furnish all the right of way necessary for the service road.

The estimated cost to grade and pave this section is $27,300. We are still carrying a program balance of $45,000 for this work.

In order to decrease hazards of left-turning movements at the traffic signals, we believe that a means should be provided wherein traffic destined for this service road from the main highway will be permitted to turn off the main highway and cross the highway with the traffic signals. This would eliminate hazard from rear-end collisions and would at all times leave the two southbound lanes free for traffic. To construct this facility would cost an additional $3,700, so that the estimated total cost would be $31,000.

I recommend that we enter into an agreement with the City, based on the above, and, as soon as the agreement is executed, call for bids for the work. It is my belief that it will not be necessary to provide for any further service road connections, et cetera, to the Federal Housing Project on the east side of the highway.

This matter will be on the next agenda for your consideration, and the Secretary will have a map indicating the proposed project and the cost thereof.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith

Mr. Devers concurs in this report.
R.H.B.

FORM E-90 25M 9-49 24892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 12, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of January 3rd, I wrote you in regard to my conference with Mayor Fred Sperr, and Mr. Jack Taber, City Manager, of Milwaukie, in regard to the completion of that portion of the Milwaukie-Ochoco Street service road between the traffic light at Kellogg Park and the Dr. Fixit property. I also enclosed a copy of my letter to Mr. Taber, concerning this conference, and asking for a letter from the city, agreeing to close the present connection of the highway to Harvester Drive when this section of the road is completed.

I am forwarding herewith original of Mr. Taber's letter dated January 10th, advising that the Milwaukie City Council, by unanimous action, agreed to this proposition. You will note that Mr. Tabor also advised in his letter, that the Council have requested that some provision be made for a protected left turn slot, or other device, to protect drivers turning left from the highway to the service road at the Kellogg Park light.

Yours very truly,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith

A City of Fine Homes

COUNCIL

FRED SPERR, MAYOR
PETE MORTESEN
WALTER FRADY
GARLAND A. TAYLOR
EDWIN NORBECK

CITY OF MILWAUKIE
Clackamas County
MILWAUKIE, OREGON
926 Main Street
Phone 2-4021

A City of Fine Schools

CITY MANAGER
JACK TABER

January 10, 1950

Mr. A.G.Skelton,Division Engineer
State Highway Department
P.O.Box 4644, Portland, Ore.

Dear Sir:

At the regular meeting of the City Council last night, your letter of January 3 was read and discussed. The Council members present,by unanimous action,agreed to the proposition in your letter.

I was also instructed by the Council to request that some provision for a protected left turn slot or other device to protect drivers turning left from the highway to the service road to be installed.

Very truly yours,

Jack Taber
Jack Taber, City Manager

cc/ W.C.Williams

2

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JAN - 6 1950
FOR FILING
FORM R-20 25M 9-49 34892

3-1034

3390

REFERRED TO
Mr. Baldock
By Asst. Chief Engineer
For Information

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 3, 1950

SUBJECT: Milwaukie-Ochoco Street Service Road

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with your telephone conversation of this date I stopped in to see Mr. Fred Sperr, Mayor of Milwaukie, and Mr. Jack Taber, City Manager, in regard to the completion of that portion of the Milwaukie-Ochoco Street service road between the traffic light at Kellogg Park and the Dr. Fixott property. Both the Mayor and the City Manager were very favorable to the proposition that we complete the grading on this section, surface and pave. The Mayor wished to present this matter to the City Council which meets next Monday evening. They were agreeable to furnishing the right of way and to deeding the west forty feet of the section they now own to the State. On the section from the north end of their property to the Kellogg Park light they are in the process of securing this from the Public Housing Authority at the present time and have been advised that the transaction has been approved. However, they have not yet been advised as to the actual cost of this right of way. Mr. Taber advised me that in their application to the Public Housing Authority they requested this property for right of way purposes and he is not absolutely sure as to what type of a title they could give us on this section.

They will also agree to furnish us necessary borrow from their property to complete the grading but will specify that this borrow must be taken in such a way as to fit in with their development plans.

I am enclosing herewith copy of a letter I am writing Mr. Taber today confirming our conversation on the above.

Very truly yours,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:rl
cc: Mr. H. G. Smith

Enc.

FORM 2-197X 1U REVISED 10-47

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

January 3, 1950

IN REPLY PLEASE
REFER TO FILE NO

Mr. Jack Taber
City Manager
Milwaukie, Oregon

Dear Sir:

Confirming our conversation of this date I advised you and Mayor Sperr that Mr. Williams, Assistant Highway Engineer, had asked me to discuss with you people the proposition of the State Highway Commission completing the grading, surfacing and paving of the Kellogg Park light-Fixott property line section of the proposed Milwaukie-Ochoco Street service road based on the City of Milwaukie furnishing the necessary right of way for this section of the road and of their agreeing to close the present connection from the highway to Harvester Drive. You were also to furnish us with borrow material necessary to complete the grading on this section from your property, provided that this borrow was taken in a manner satisfactory to yourselves.

As I understood from our conversation the matter was to be presented to the City Council at their next meeting and you were to advise as to the action taken.

Very truly yours,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
[illegible] 1950
FOR FILING
FORM E-30 15M 12-40 27000

→ File

3-1034

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1st, 1949

SUBJECT:

To:
Mr. W. C. Williams
Assistant State Highway Engineer
Office

Copy
REFERRED TO
H G Smith
BY

Dear Sir:

Herewith letter from Mr. Skelton advising that his study of the revision of the service road connection to Milwaukie does not indicate that there would be any saving over the original proposal. He recommends that we retain the original plan. Map is attached.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

Original to be retained.
WCW.

FORM E-30 15M 8-49 31809

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

COPY

Portland, Oregon
October 21, 1949

COPY

SUBJECT: Median Strip on
Milwaukie-Ochoco
Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Some time ago when Mr. Baldock and Mr. Devers met with the City Counsel of Milwaukie in regard to the raised median strip on the Milwaukie-Ochoco section, the question was raised by the city about the possibility of a different connection from the proposed Milwaukie-Ochoco service road to the City of Milwaukie. The idea in mind was to cut down on the Scott estate damage on our proposed connection and to bring this service road in immediately adjacent to the Pacific Highway East, cutting through the west portion of Block 2 and coming into Scott Street. Mr. Baldock requested that we investigate this matter, and submit a tentative plan of what could be done.

I am enclosing herewith plan of this modified connection, prepared by Mr. Broadwell. He has discussed this with the City Manager of Milwaukie, and the general concensus of opinion both by this office and the City of Milwaukie is that this proposed connection is not practical. Property damage in Block 2 would be excessive, and it is doubtful if there would be any saving. In fact, right of way might be even more expensive than that proposed in our original alignment. We have not made a detailed estimate of either the right of way or other costs, which can be done if you wish more detail. I would recommend that we keep to our original plan as the most practical solution to this problem.

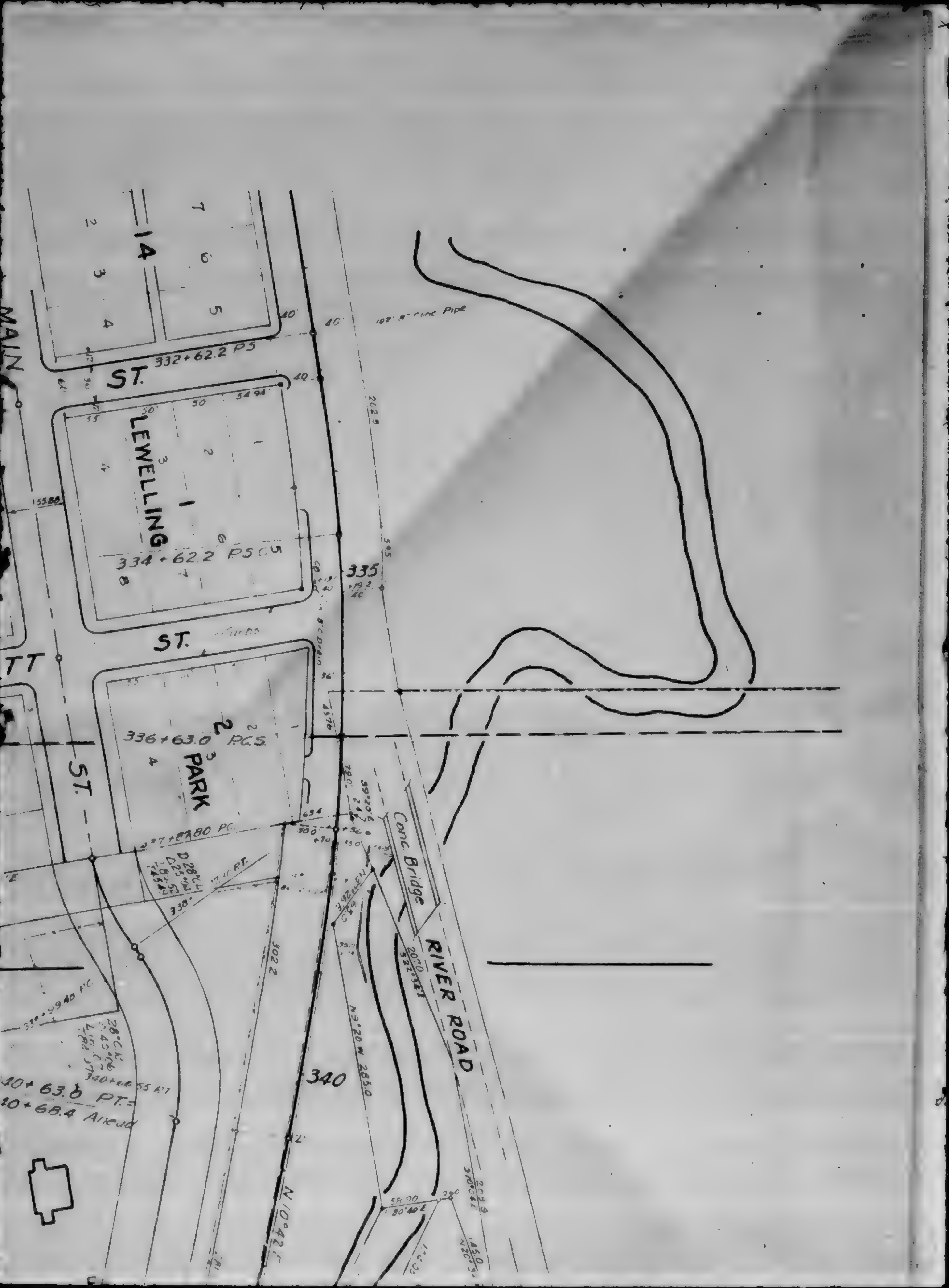
Yours very truly,

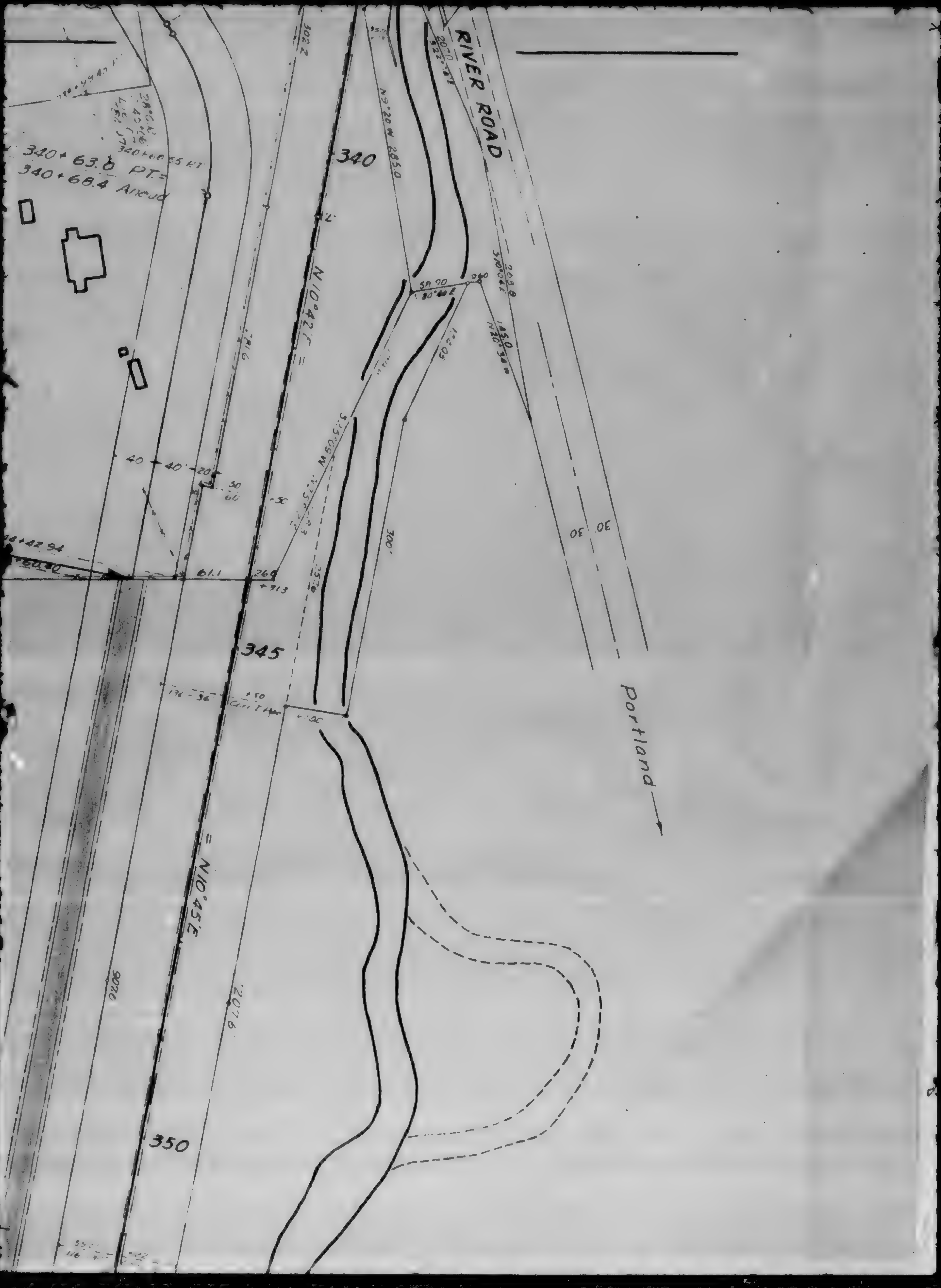
/s/ A. G. Skelton
EAU)

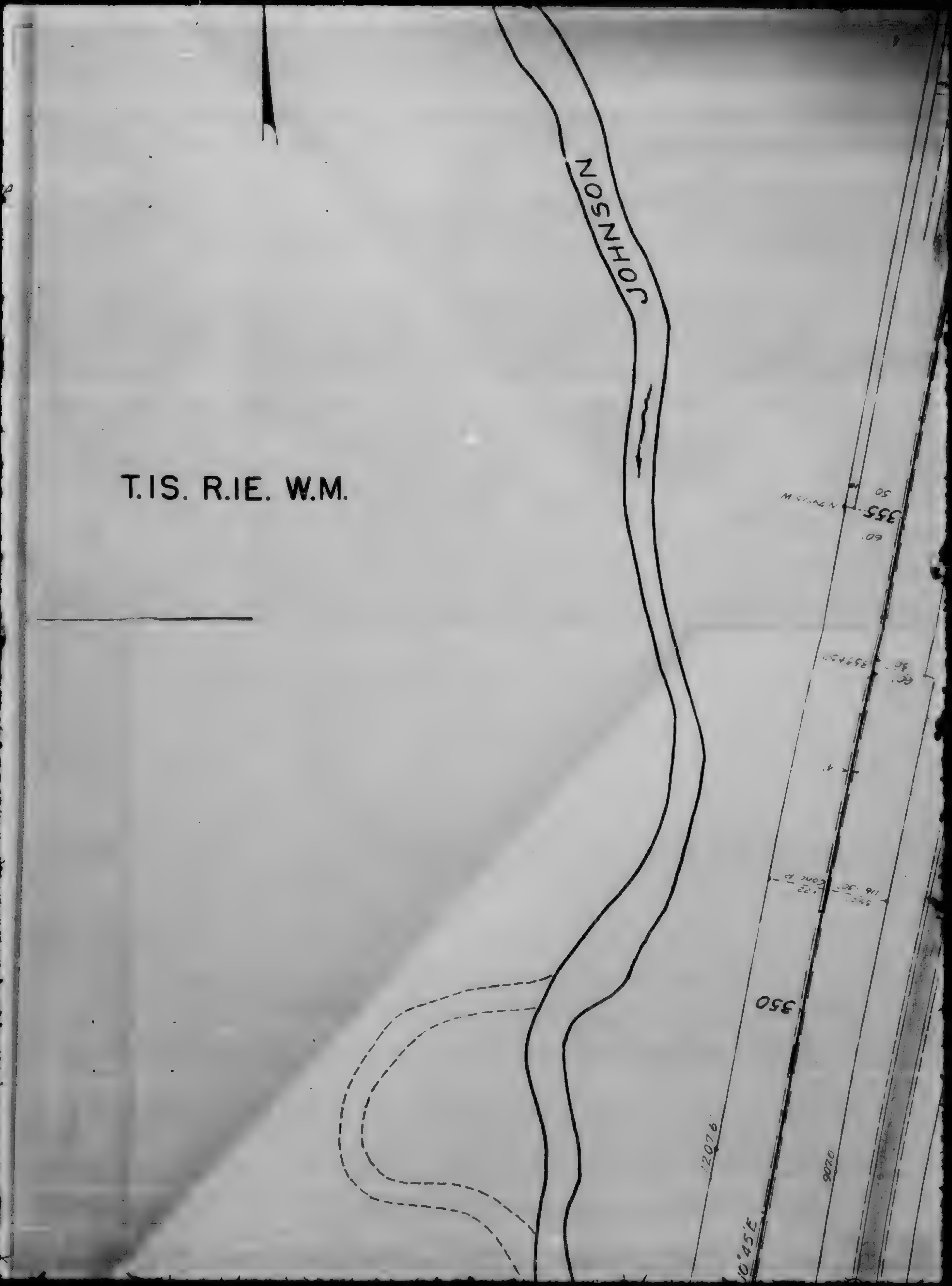
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
H. C. Broadwell

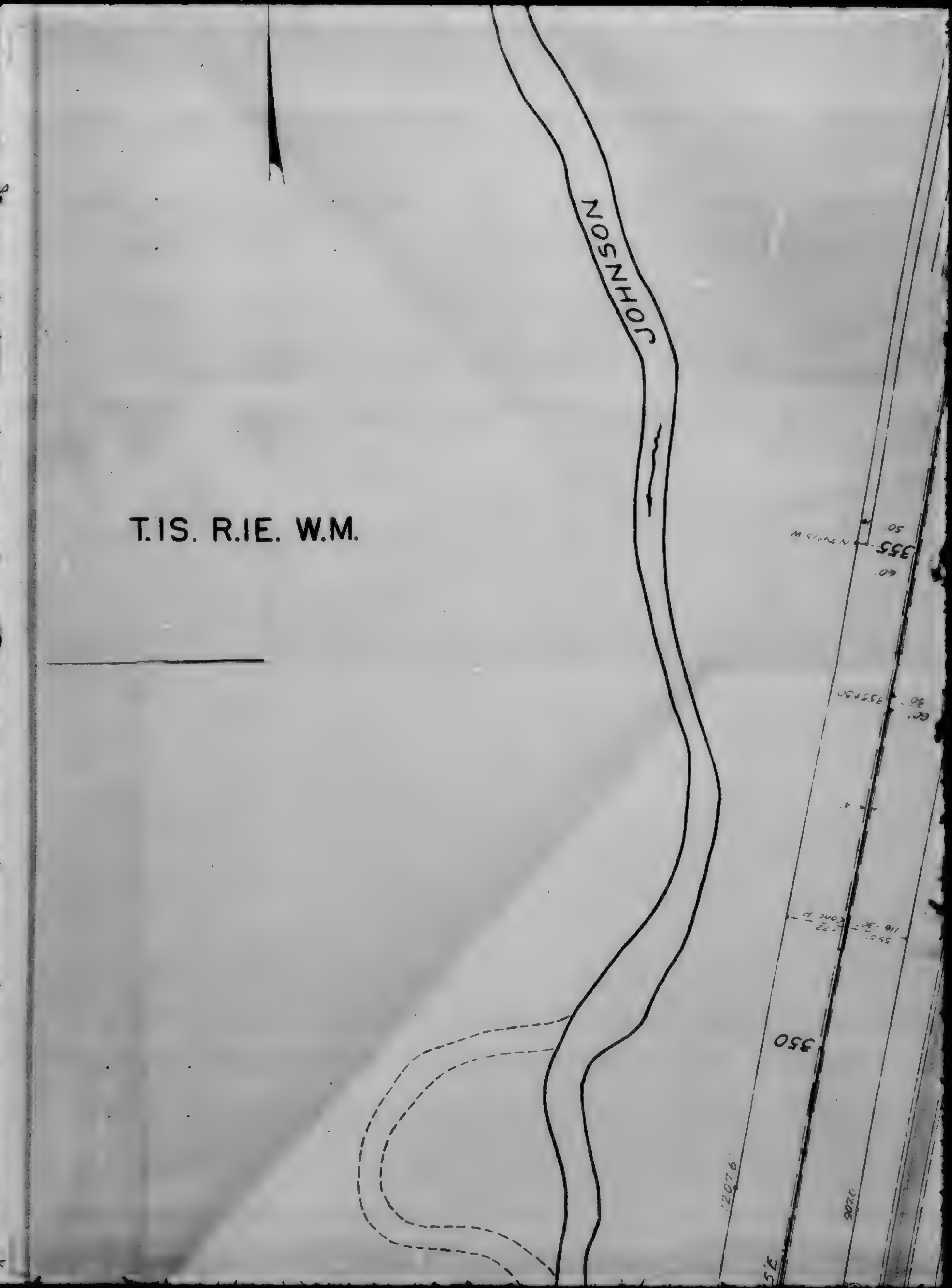
7
2
14
6
3
Pipe

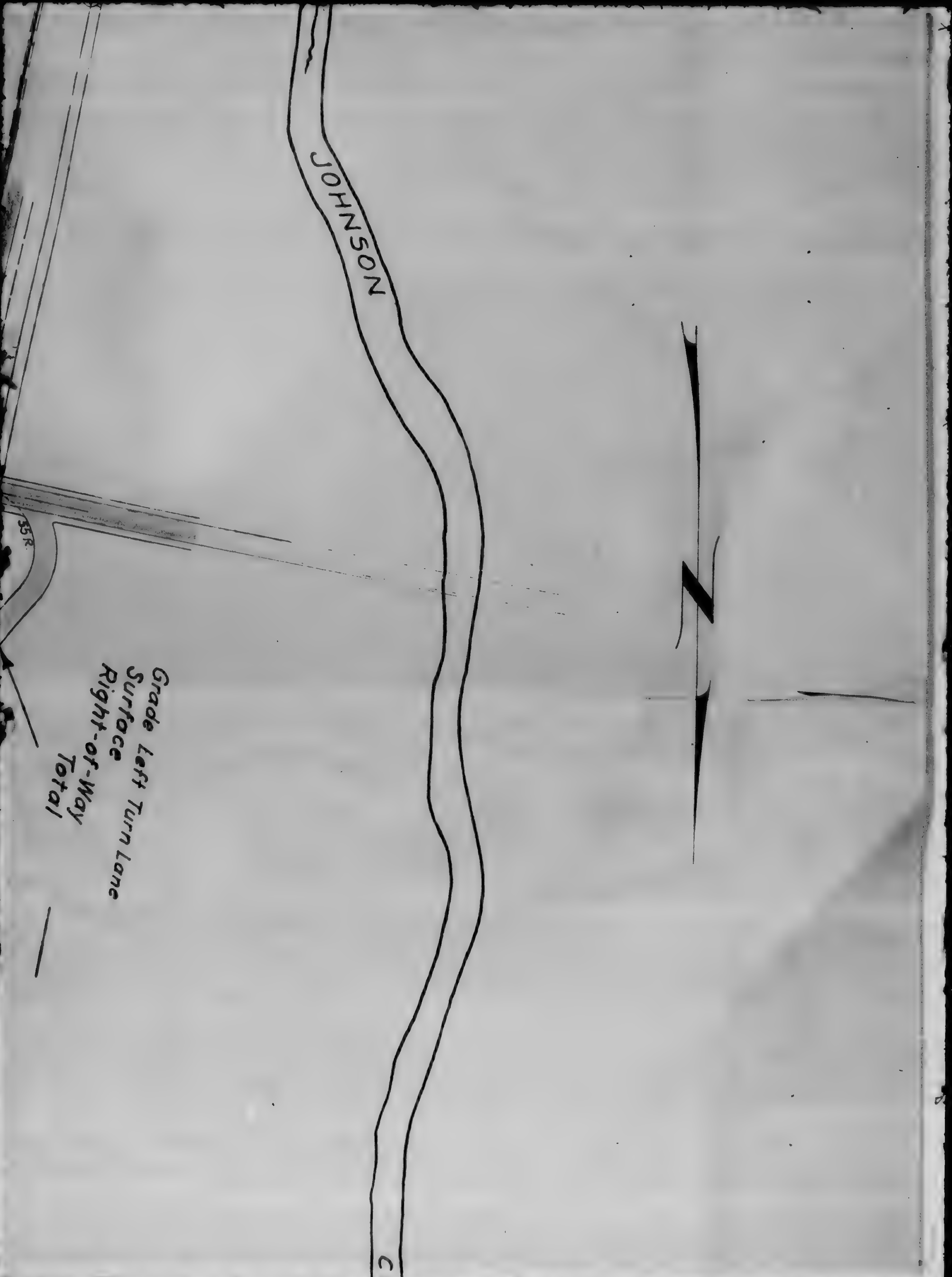

MAIN
14
ST.
332+62.2 PS
102" R. Conc Pipe
LEWELLING
1
334+62.2 P.S.C.
335
ST.
TT
2
336+63.0 P.C.S.
PARK
ST.
337+87.80 PC
Conc. Bridge
RIVER ROAD
302.2
N 9°20' W 285.0
340
340+63.0 PT.=
40+68.4 Ahead
N 10°42' E
202.9

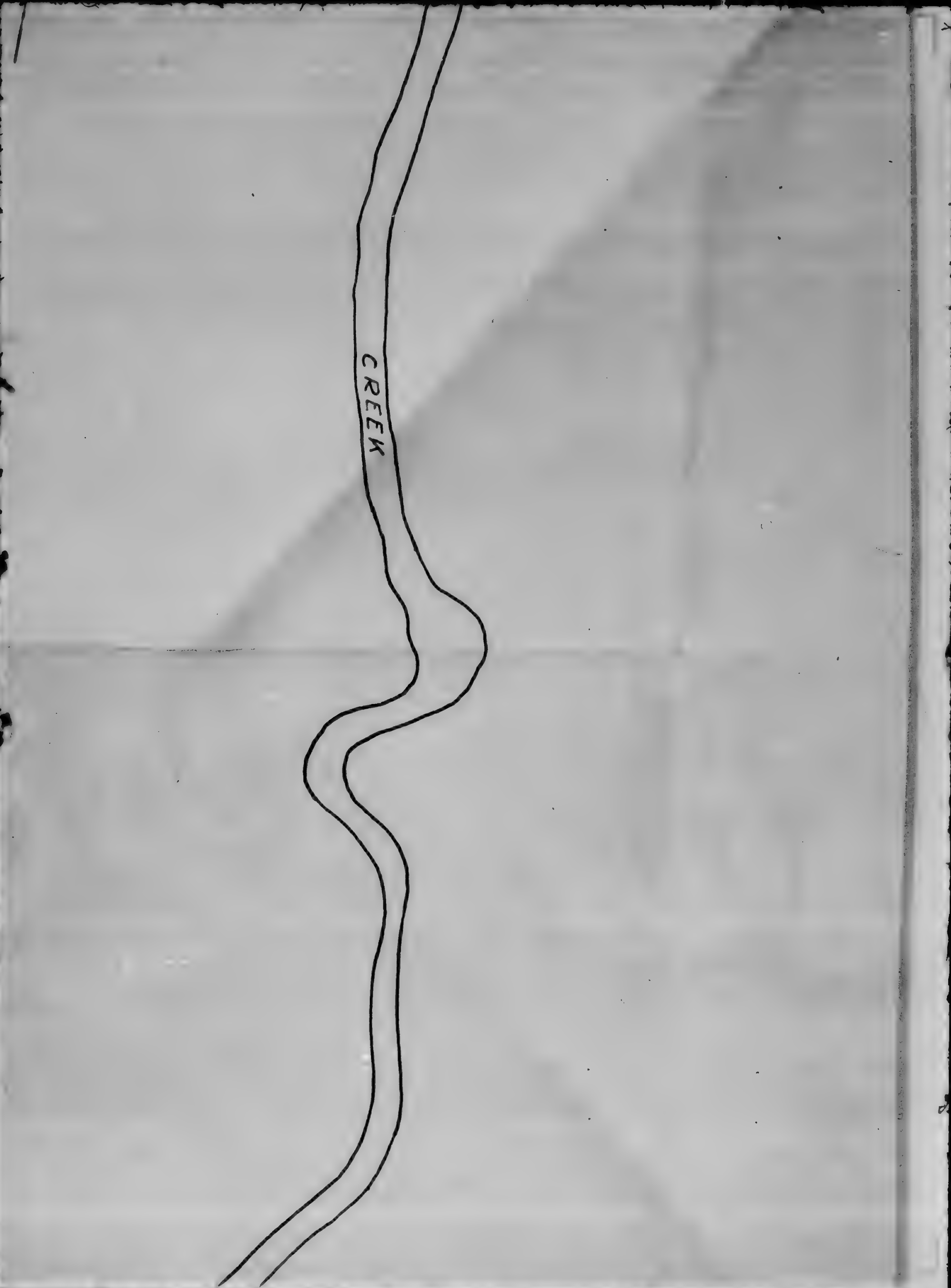

RIVER ROAD
340+63.0 PT.=
340+68.4 Ahead
340+60.55 PT
340
N10°42'E
N9°20'W 285.0
30°40'E
58.90
N20°30'W
185.0
203.9
S10°04'E
N60°55'W
300.
30' 30'
40
40'
20
50
60
+50
61.1
269
+913
94+42.94
+60.40
345
Portland
N10°45'E
3022
2076
350

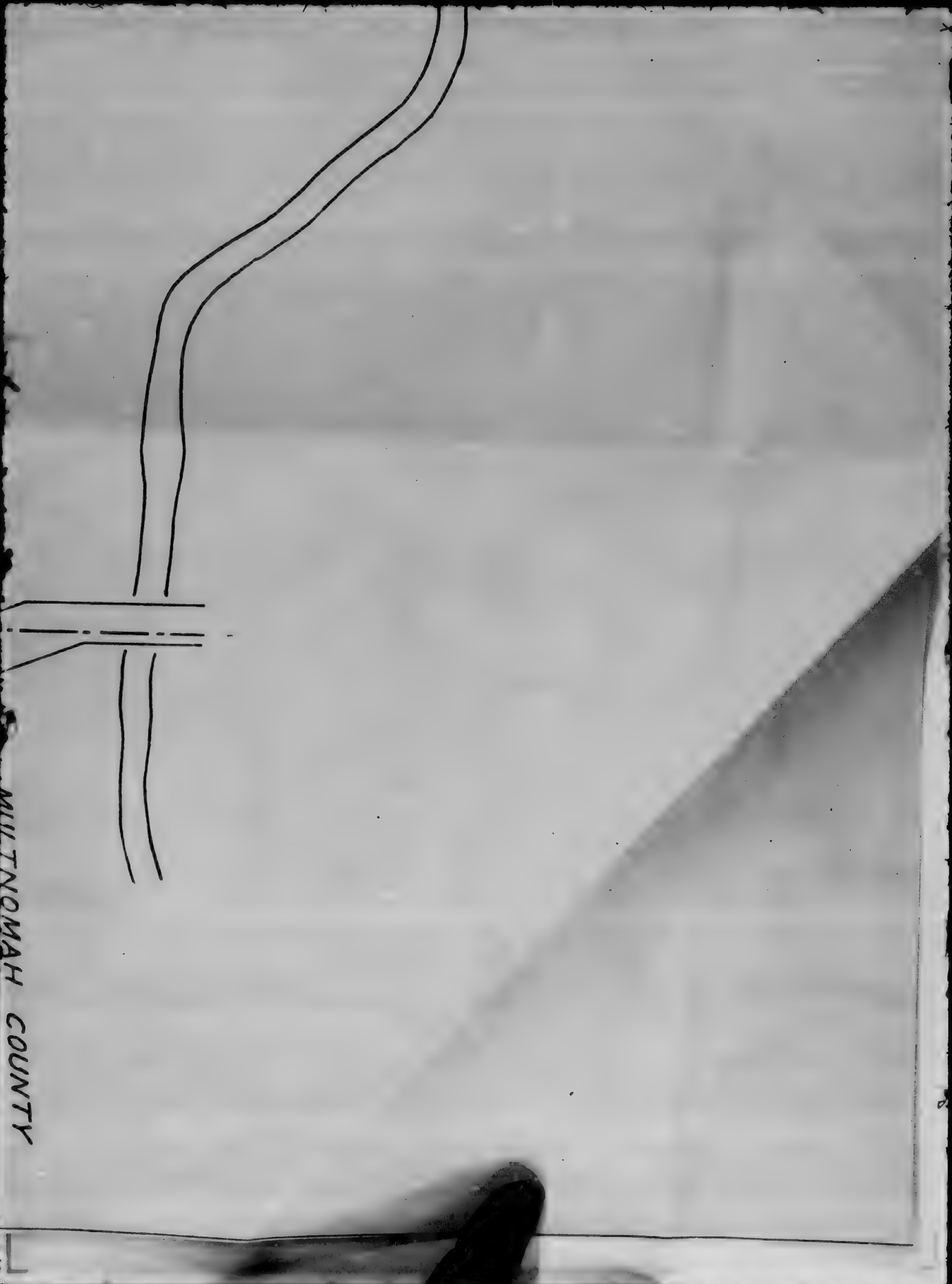


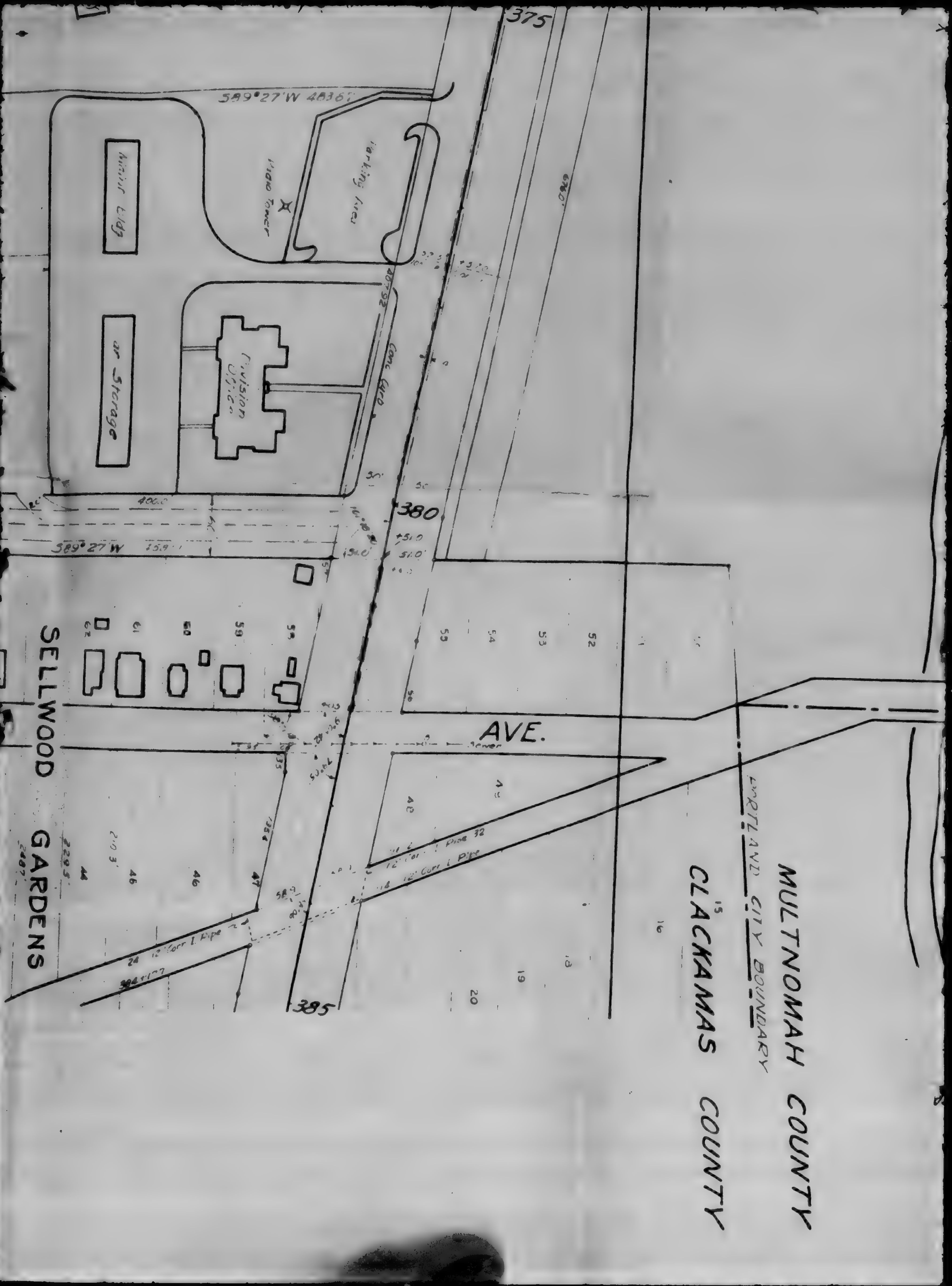
T.1S. R.1E. W.M.
JOHNSON
355
60
50
350
12076
9070
0°45'E

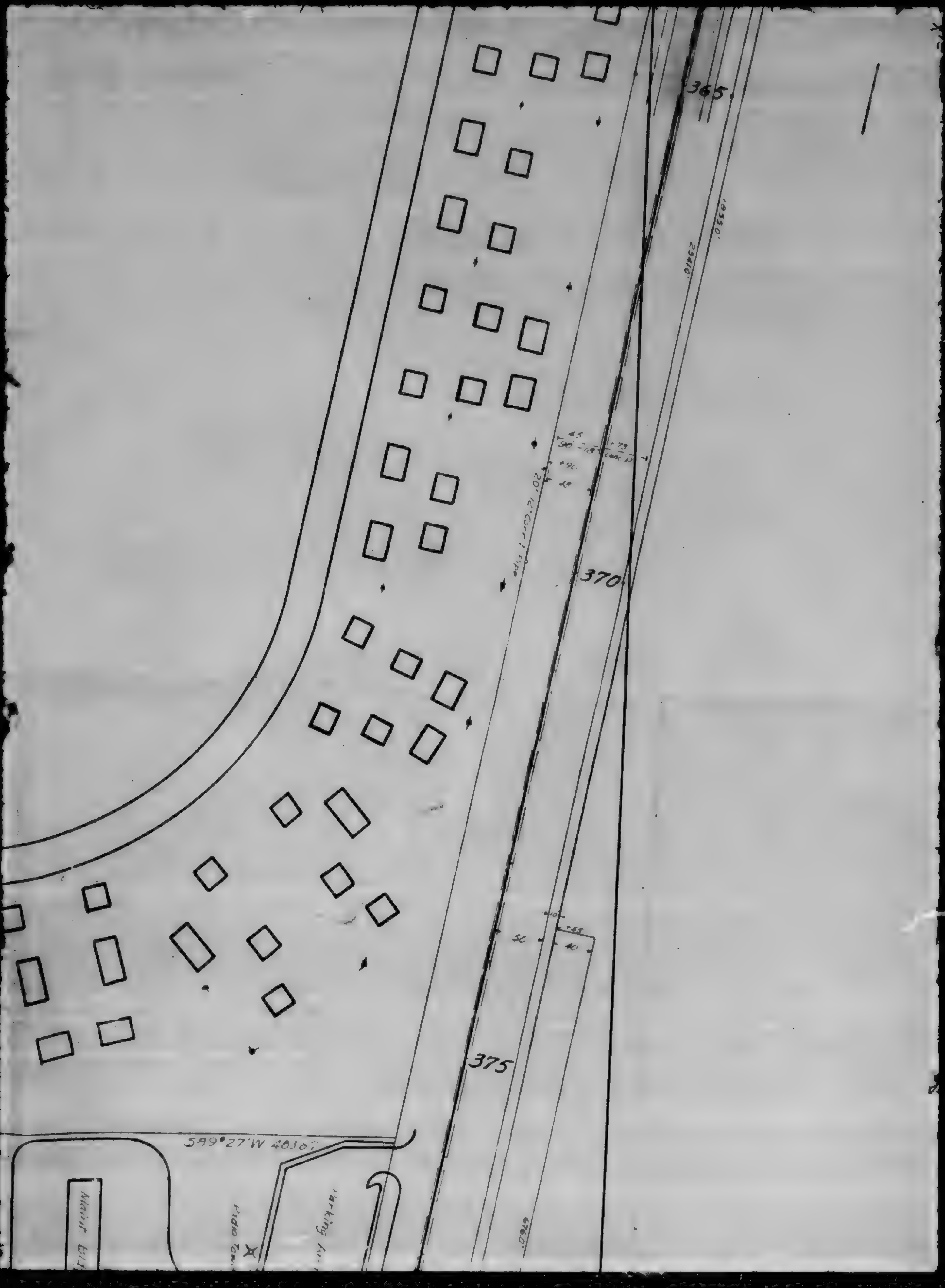

T.1S. R.1E. W.M.
JOHNSON
350
355
60
50
N 74°15 W
60'
30
355+50
116-30
Conc P
2076
9070

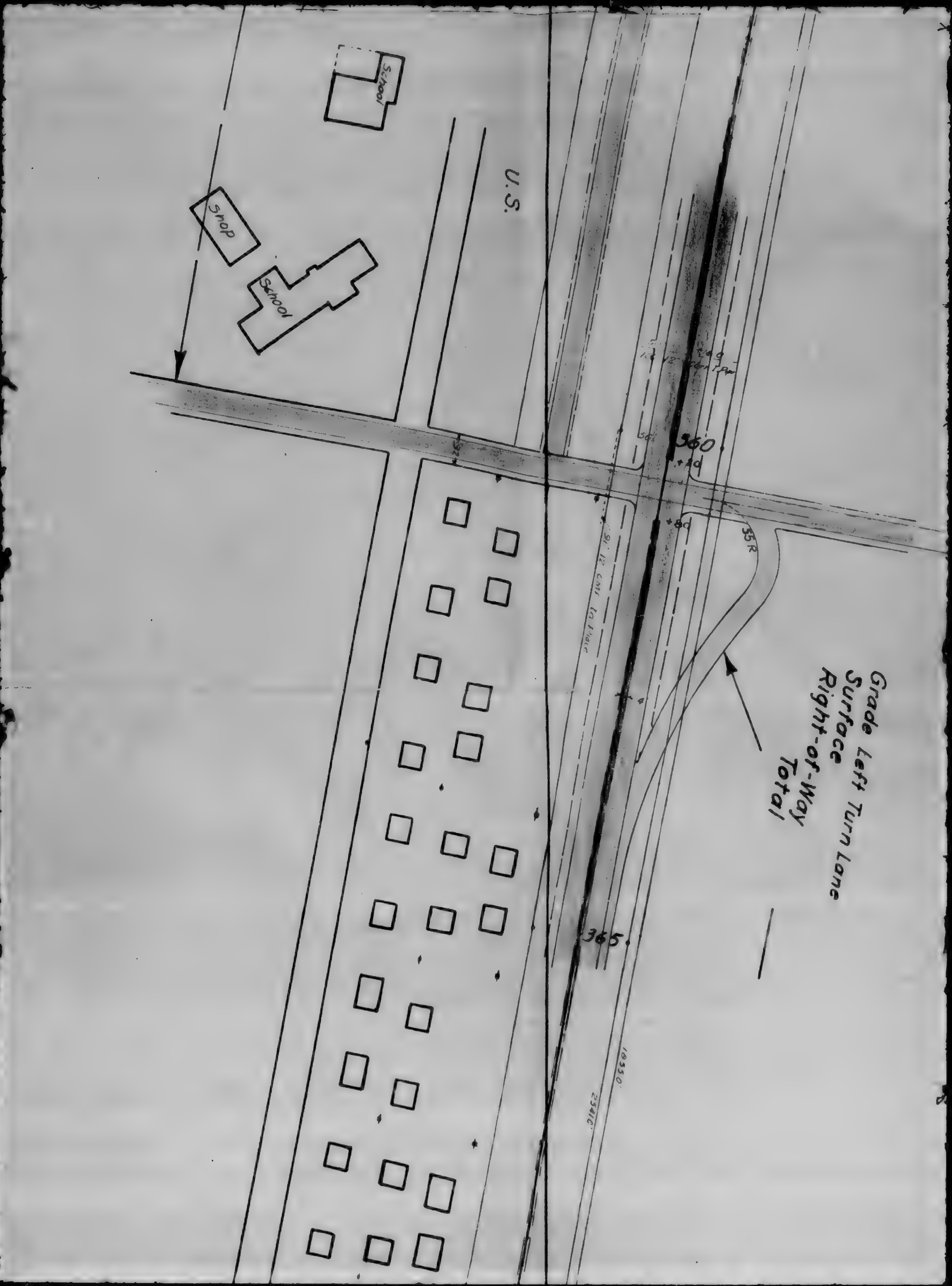

JOHNSON
35R
Grade Left Turn Lane
Surface
Right-of-Way
Total
N
C

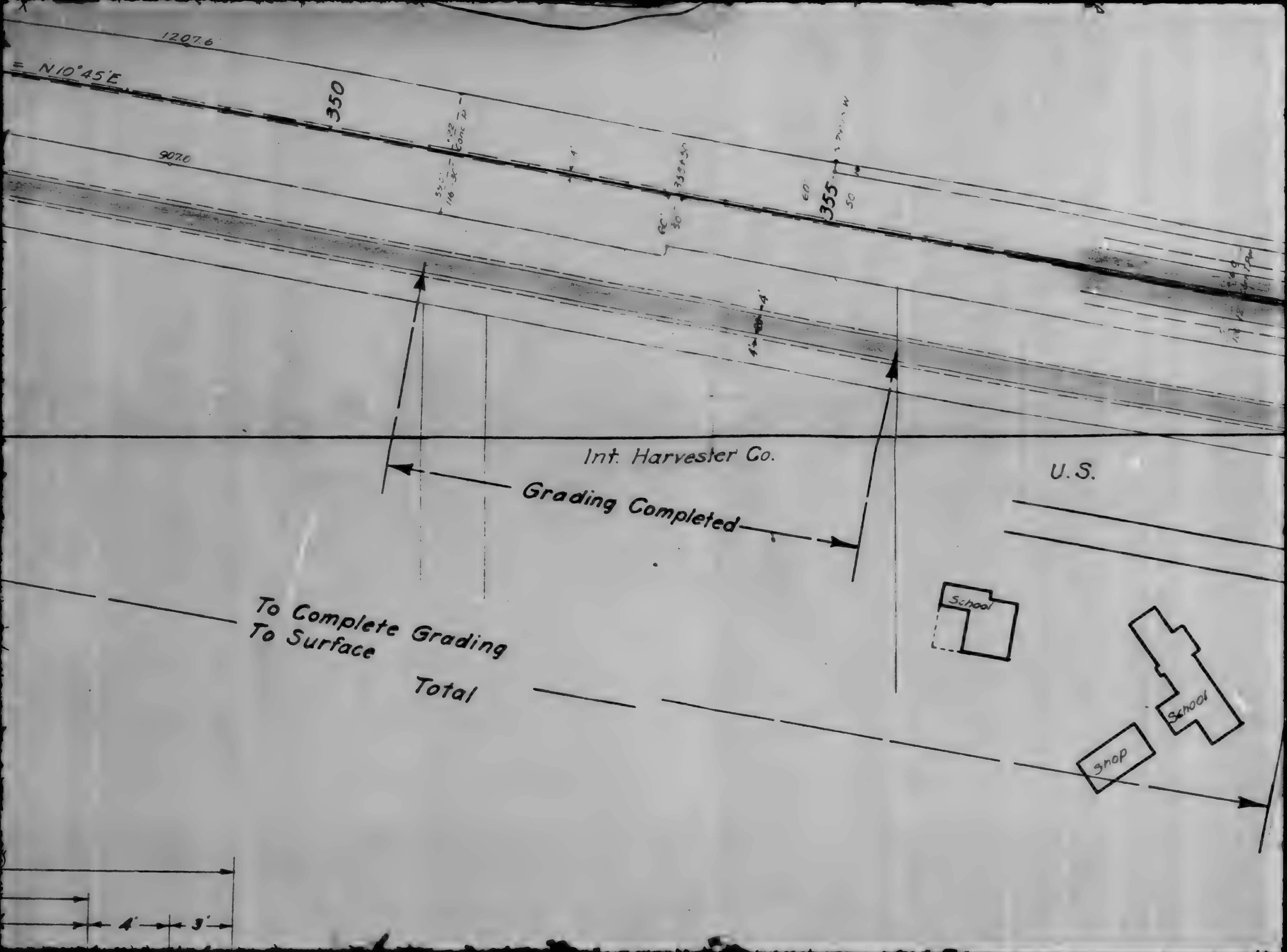

CREEK

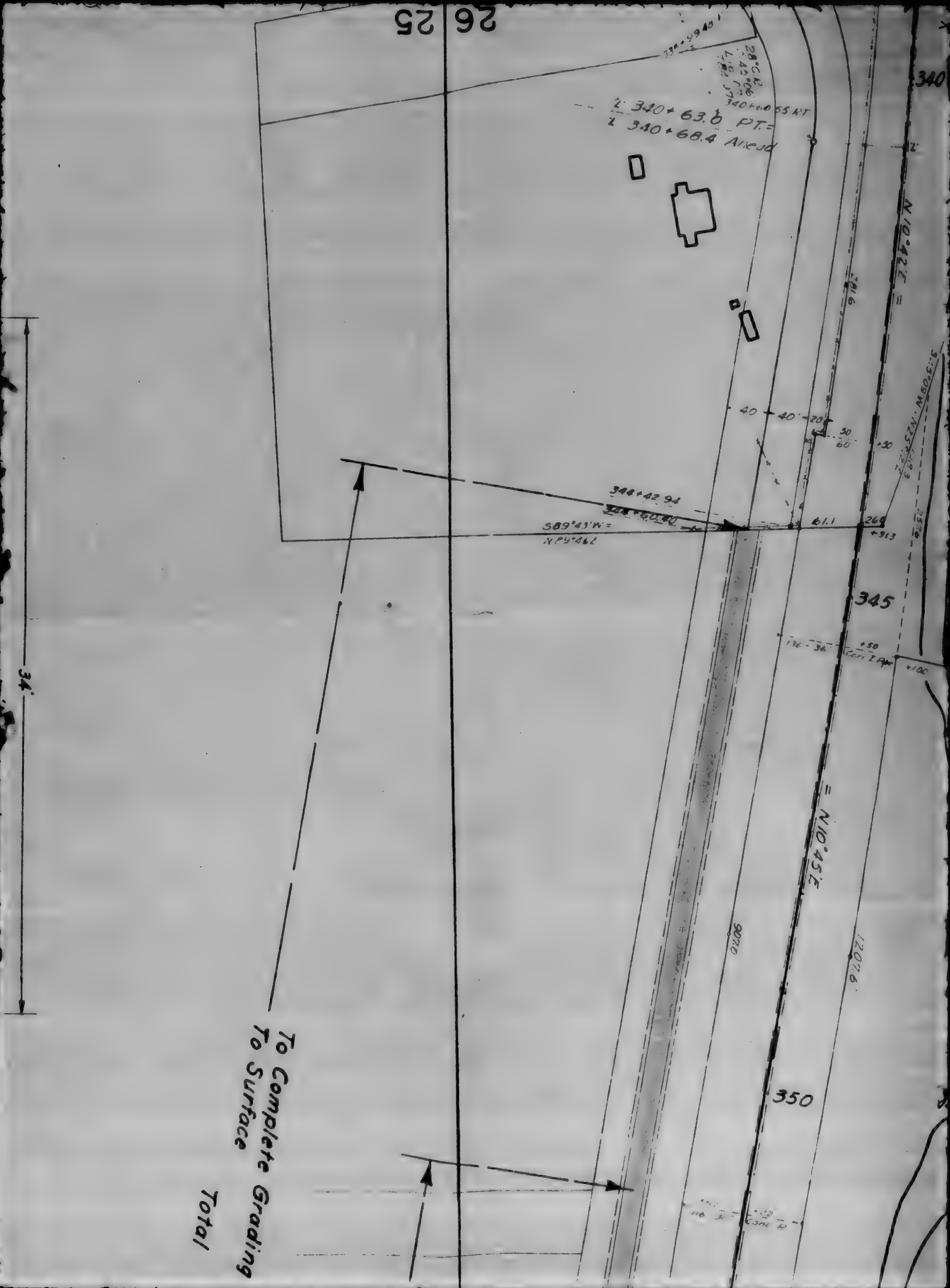

MULTNOMAH COUNTY


375
S89°27'W 488.36'
Maint Bldg
Radio Tower
Parking Area
or Storage
Division Office
Conc Curb
400.0'
S89°27'W
380
51.0'
62
61
60
59
58
55
54
53
52
AVE.
Sewer
48
12" Corr I Pipe
SELLWOOD GARDENS
PORTLAND CITY BOUNDARY
MULTNOMAH COUNTY
CLACKAMAS COUNTY
15
16
18
19
20
24
385

365
18550'
25810'
45
90
18
+79
Conc. D
+90
49
20' 12" Corr. Pipe
370
10
+65
50
40
375
S89°27'W 4830'
Maint. Bld
Radio Tow
Parking Ar
6760'


School
Shop
School
U.S.
360
+20
+80
35R
365
56
52
Grade Left Turn Lane
Surface
Right-of-Way
Total


1207.6
= N10°45'E
350
907.0
4'
355
60
50
4'
Int. Harvester Co.
Grading Completed
U.S.
School
To Complete Grading
To Surface
Total
School
Shop
4'
3'



26 25
339+99.40
28°C.R.
340+60 55 RT
℄ 340+63.0 P.T.=
℄ 340+68.4 Ahead
340
N10°42'E =
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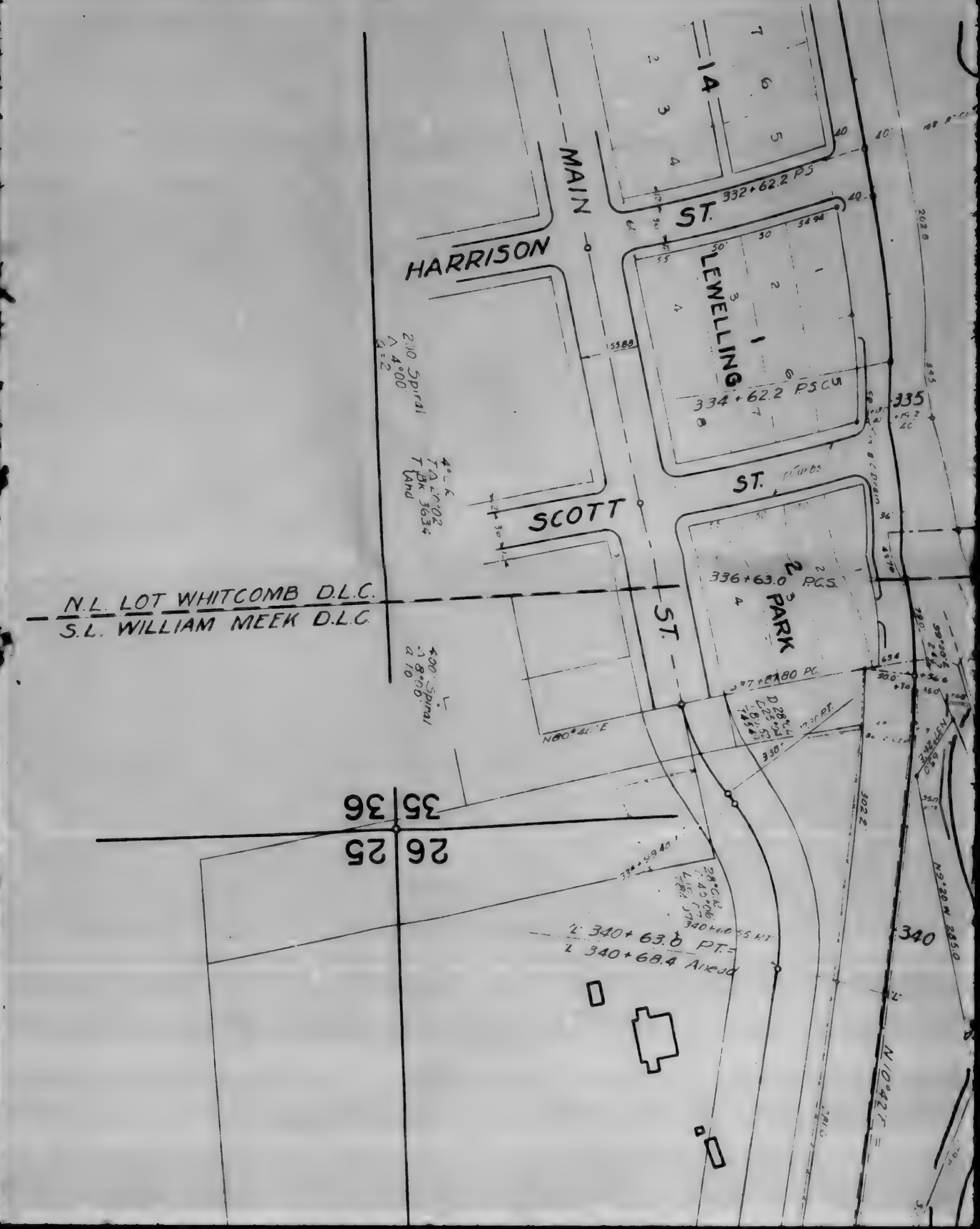
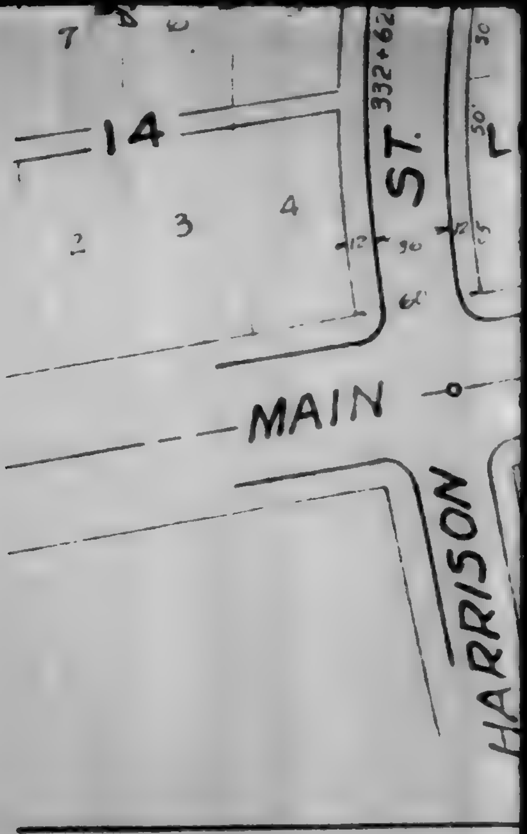
20
50
60
+50
344+42.94
344+60.40
S89°43'W =
N89°46'E
61.1
269
+91.3
345
136
36
+50
Corr. I. Pipe
+100
= N10°45'E
9070
12076
350
34'
To Complete Grading
To Surface
Total
Conc. P.


14
7
6
5
2
3
4
MAIN
ST.
332+62.2 PS
HARRISON
LEWELLING
1
2
3
4
6
7
334+62.2 P.S.C.
335
ST.
SCOTT
ST.
336+63.0 P.C.S.
PARK
N.L. LOT WHITCOMB D.L.C.
S.L. WILLIAM MEEK D.L.C.
2.00 Spiral
Δ 4°00'
a 2
4°L R
T.Δ 20°02'
T Bk 3634
And
4.00 Spiral
Δ 8°00'
a 10
N80°40'E
337+67.80 PC.
D 28°
Δ 25°
330'
36
35
26
25
28°C.R.
340+60.55 P.T.
L 340+63.0 P.T. =
L 340+68.4 Ahead
3022
340
N9°20'W 285.0
N10°42'E
2028


7
14
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3
4
ST.
332+62
30'
50'
MAIN
HARRISON

OREGON STATE HIGHWAY DEPARTMENT

PORTLAND-MILWAUKIE SECTION
PACIFIC HIGHWAY EAST
SHOWING

OUTER HIGHWAY at
LWAUKIE HOUSING AREA

CLACKAMAS COUNTY

Scale: 1" = 100' March, 1948

DRG. NO. 6B-27-18

OREGON STATE HIGHWAY DEPARTMENT

PORTLAND-MILWAUKIE SECTION

PACIFIC HIGHWAY EAST

SHOWING

OUTER HIGHWAY at
MILWAUKIE HOUSING AREA

CLACKAMAS COUNTY

Scale: 1" = 100'   March, 1948

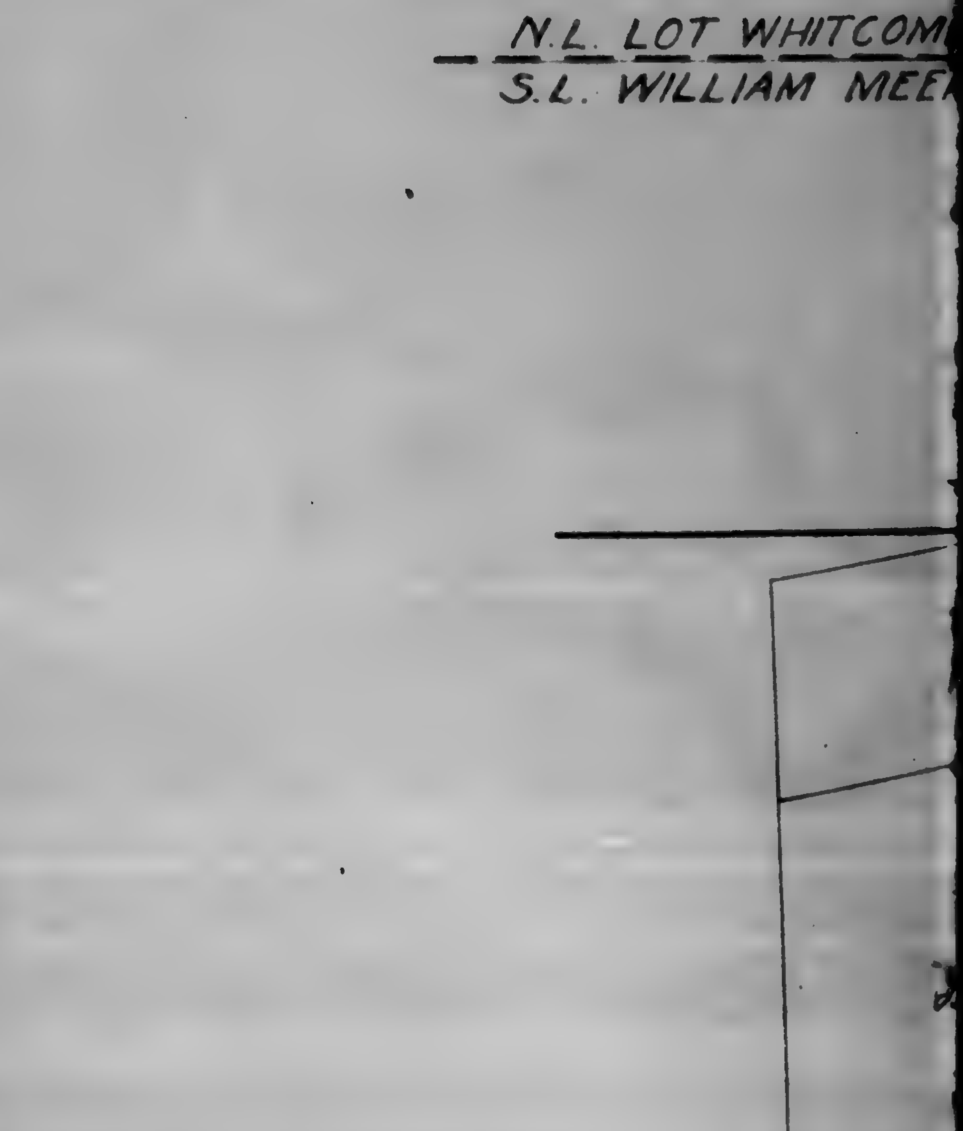
DRG. NO. 6B-27-18

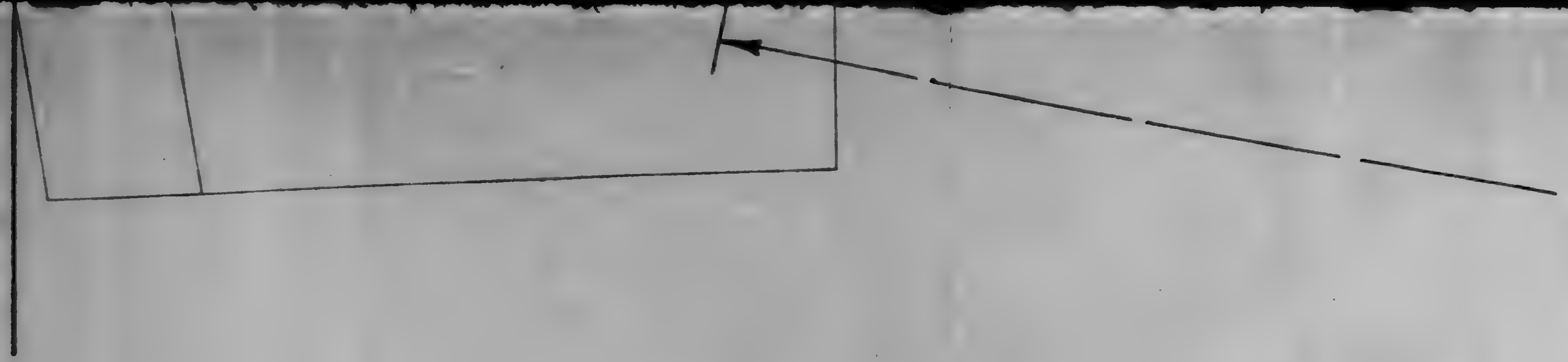
MILWAUKIE HOUSING AREA

CLACKAMAS COUNTY

Scale: 1" = 100'   March, 1948

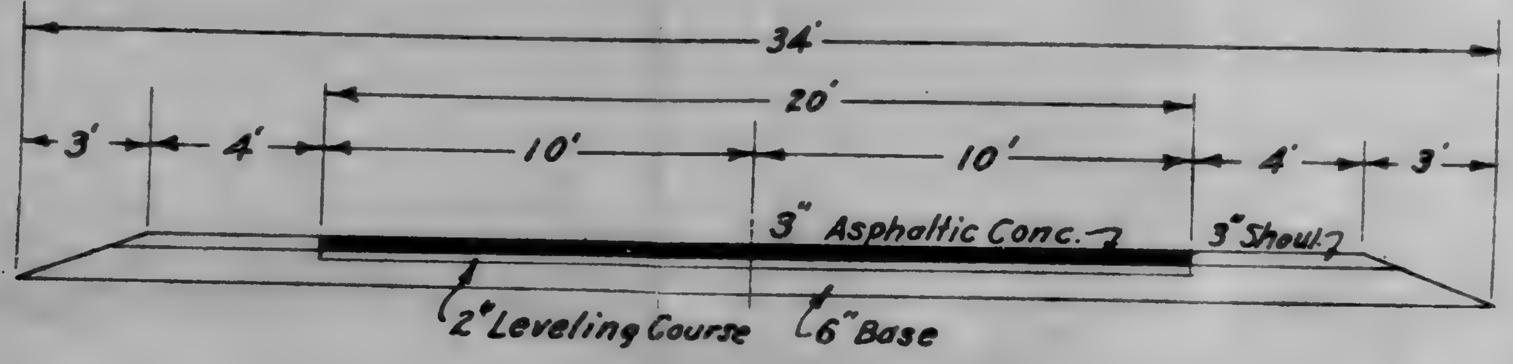
DRG. NO. 6B-27-18


N.L. LOT WHITCOM
S.L. WILLIAM MEE
3'

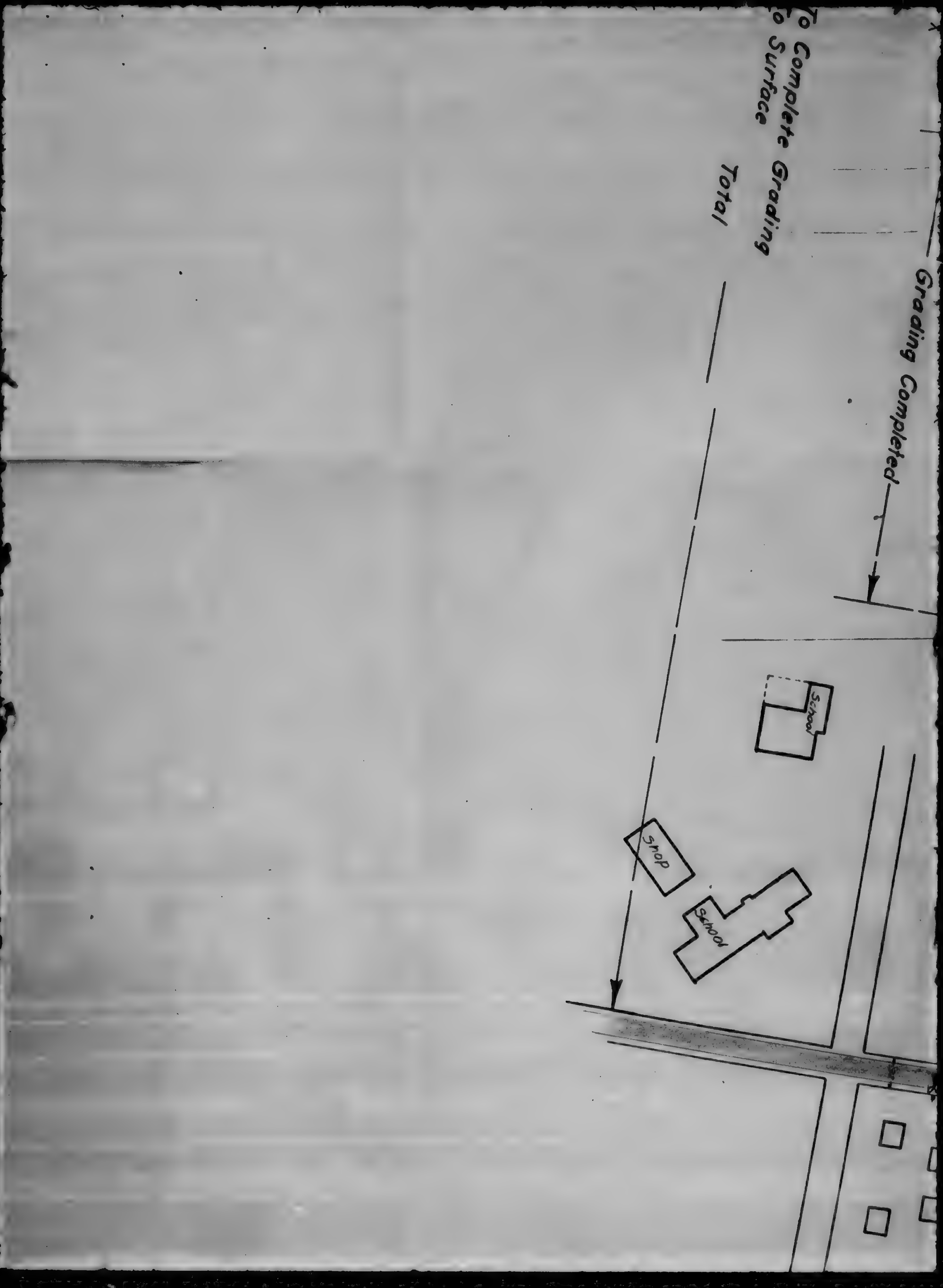


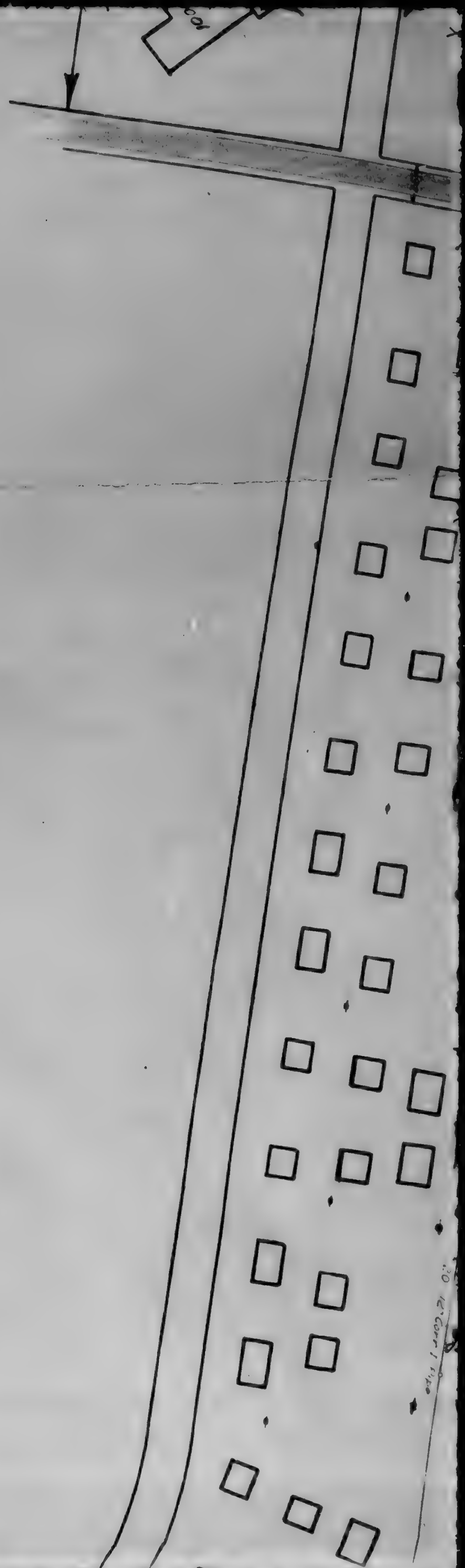
To Complete Grad
To Surface

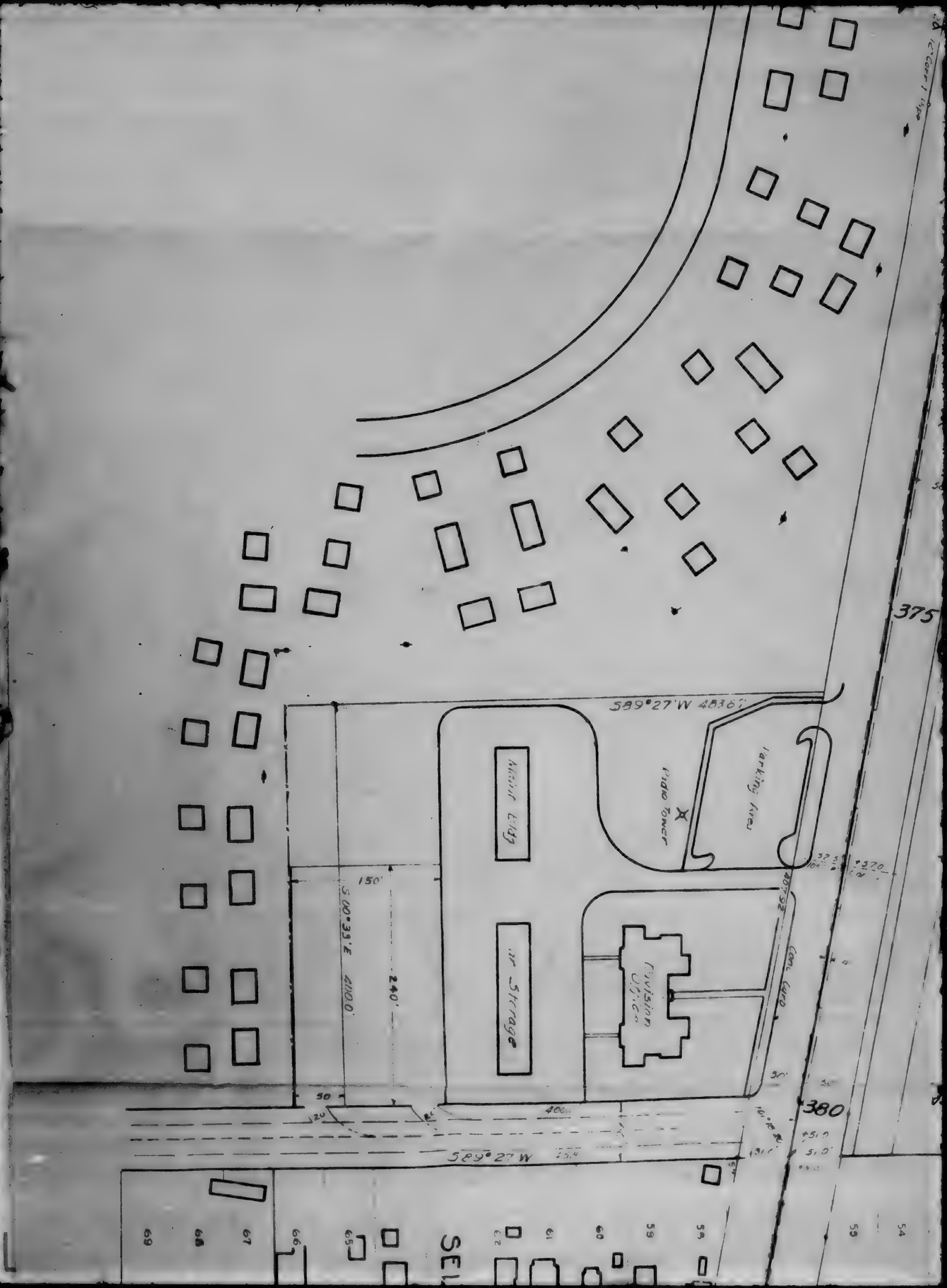
Total


34'
20'
3'
4'
10'
10'
4'
3'
3" Asphaltic Conc.
3" Shoul.
2" Leveling Course
6" Base

TYPICAL SECTION


To Complete Grading
To Surface
Total
Grading Completed
School
Shop
School



12" Corr I Pipe
375
S89°27'W 483.6?
Parking Area
Radio Tower
Maint Bldg
Air Strage
Division Office
Conc Curb
407.92
150'
S 00°33'E 400.0'
240'
50
20
400
S89°27'W
380
+51.0
51.0'
+37.0
69
68
67
66
65
62
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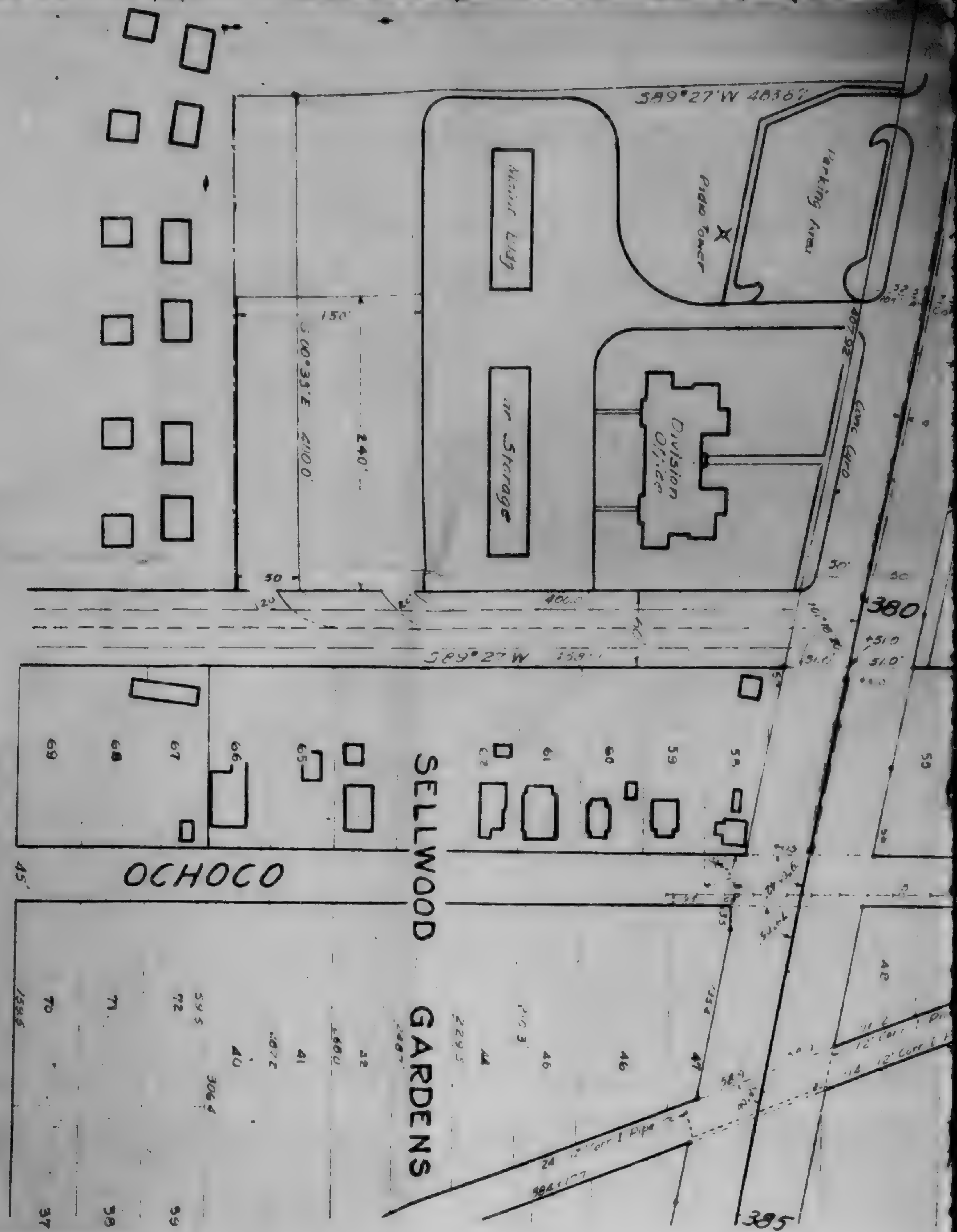
58
55
54
SE



S89°27'W 483.67
Parking Area
Radio Tower
Main Bldg
Air Storage
Division Office
Conc Curb
150'
S00°33'E 410.0'
240'
50
400.0
S89°27'W
50'
380
395
OCHOCO
SELLWOOD GARDENS
45'
69
68
67
66
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62
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37
38
39
12' Corr I Pipe
12' Corr I Pipe

104-1113 Warrenton (Hayes St.-Morton St) 1950
Sec. of Warrenton Sec. Hwy. in
Warrenton.

#3391

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)
August 16, 1951

3391	2 & 3 F	Grimstad & Vandervoldt
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

13515	B-21674	$ 518.84	August 15, 1951
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1951

Time Extensions: None needed

Completion Date: June 30, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-17-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
D B Taylor

RECEIVED
JUL 24 1951
FOR FILING

[illegible]
3391

July 24, 1951

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 3391 for work performed on the Warrenton (Hayes St.-Morton St.) Section of the Warrenton Secondary Highway in Clatsop County was completed by the contractor, Grimstad & Vanderveldt, on June 30, 1951 and was formally accepted by the Highway Commission on July 16, 1951.

Final payment in the amount of $518.84 will be made on or after August 3, 1951. The total contract amount is $5,188.35, and no force account work was performed on the job.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

NOTED ON CARD
7-24-51

RECEIVED
FOR FILING

104-[illegible]

May 16, 1951

Grimstad & Vanderveldt
General Contractors
749 Ninth Street
Astoria, Oregon

Gentlemen:

In conformance with your letter of May 9, the State will perform the oiling work on your Hayes Street-Horton Street project, Contract No. 3391, and the items entering into the oiling work will be eliminated from your contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. F. D. Eason

Telephone 1592 J. or 3F42

GRIMSTAD & VANDERVELDT
General Contractors
749 Ninth St.
ASTORIA, OREGON

May 9 1951

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Re: Warrenton (Hayes Street-
Morton Street) Contract #3391

Gentlemen:

As we have not been able to get an oiling outfit to come in to do the oiling work on the above project, and it does not appear that we will be able to, we would like to suggest that the State Highway Department oiling crew do the work when they are in this vicinity.

The following items which are in connection with the oil work are yet to do, and if the State will do the work, we will release to the State any claim for or to the items listed below, which were a part of the contract:

Sprinkling 30 M Gallons @ $2.00	$ 60.00
Preparation of Base 0.25 Mile @ $4.00	100.00
Furnishing & Placing Aggregate 200 Cu. Yds @ $5.00	1000.00
Furnishing & Placing 120-150 Asphalt 14 Tons @ $60.00	840.00
Furnishing & Placing RS1 Emulsion 4 Tons @ $60.00	240.00

If these items are eliminated from our contract, we will consent to and accept a final estimate, including only the work actually done by us and holding the State free of any claims due to changes and reduction in the contract.

Yours very truly

GRIMSTAD & VANDERVELDT

BY C. H. Grimstad

BY T. Vanderveldt

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 24th, 1951

Section Hayes Street-Morton Street

Kind of work grading-bit macadam surfacing

Highway Warrenton Secondary

Section prefix 104-1118

Contractor Graimstad & Vandervelt

Contract number 3391

Date of contract August 22nd, 1950

Date of completion June 30th, 1951

Date work started March 16th, 1951

Estimated date of completion same, 1951

Amount of contract $ 8412.50

Per cent of time elapsed 68 %

Estimated cost of completed project, exclusive of engineering $ 8791.06

Per cent of contract completed, based on total contract price 64.2 %

Engineering cost to date $ 350.00, %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started grading Monday and finished early Wednesaday.3"-0 base rock for shouders and widening all on by mid-afternoon Thursday and about 2/3 of the 3/4"-0 top and shoulder rock completed Friday.This is all of this size which will be put on until the bit.macadam is put on.

Contrac tor wanted to put on the oil immediately but I told him that it was too early and to wait.He does not have his own oiling equipment.

No more weekly reorts until ready for the oil work.

Signed J. K. Scott J. K. Scott

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.25	.25			
Miles partially completed		.25c			
Miles completed	.25	.25			
Total estimated quantities	600	1370			
Estimated quantities moved or placed to date	600	1250			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		7			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., 10 trucks, ..., ...

March	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 18	clear		
Monday	"		
Tuesday	cloudy-snow-cold		
Wednesday	" " "		
Thursday	" " "		
Friday	cloudy		
Saturday	"		

State Printing Dept. 26750

RECEIVED
MAR 26 1951
OFFICE OF
CONSTRUCTION ENGINEER

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 17th, 1951

Section Hayes St-Morton Street

Kind of work grading- Bit Mac surfacing

Highway Warrenton Secondary

Section prefix 104-1118

Contractor Grimstad & Vandervelt

Contract number 3391

Date of contract August 22nd, 1950

Date of completion June 30th, 1951

Date work started March 16th, 1951

Estimated date of completion same, 1951

Amount of contract . . . . $ 8412.50

Per cent of time elapsed 66 %

Estimated cost of completed project, exclusive of engineering . . . . $ 8791.06

Per cent of contract completed, based on total contract price . . . . 00 %

Engineering cost to date $ 80.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor expects to start grading Monday morning using dragline or clamshell on 3/4 yard shovel with a D 2 dozer for fine grading ,pushing the material up to the shovel. Contractor figures on four days to finish grading and rocking.Rock is being purchased from the Wilson plant at Seaside.About 300 cu yds left over from previous jobs in stock pile and the rest will be crushed gravel.By starting one day ahead and with 300 cu yds on hand,base rock should keep right up with excavation.There is enough 3/4-0 crushed gravel in stock pile for shoulders etc.

As the material on this section was dredged in and is sand and the wter table not so high as on the previous job, I belive that the contractor can do the work now.As he can do it in so short a time,figure that we are ahead to get it out of our way too.

Signed J.H.Scott JH Scott

Address Nehalem,Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25				
Miles partially completed	00				
Miles completed	00				
Total estimated quantities	550	1300			
Estimated quantities moved or placed to date	00	00			
Average daily quantities	00				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

March	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 11	rain		
Monday 12	"		
Tuesday 13	clear		
Wednesday	Part clear		
Thursday	rain-snow showers		
Friday	rain-snow showers		
Saturday	fair		

State Printing Dept. 26750

RECEIVED
DEC 5 1950
FOR FILING

December 4, 1950

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

Please be advised the State Highway Commission is ready to make final payment to Byers Brothers, on or after December 11, for work on the Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway in Clatsop County. However, our records disclose a claim filed by your Company for furnishing and placing of asphalt in the sum of $6080.33.

Please notify this office as to whether or not this claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible] ON CARD

RECEIVED
[illegible] 5 - 1950
FOR FILING

[illegible]

December 4, 1950

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

The State Highway Commission is prepared to make final payment, on or after December 11, 1950, to Byars Brothers for work on the Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway in Clatsop County. However, our records disclose a claim filed by you for work performed on this job in the amount of $1,385.00.

Will you please advise this office of the present status of the above claim.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
5 1950
FOR FILING

504

December 4, 1950

G. & A. Logging Company
Seaside
Oregon

Gentlemen:

The State Highway Commission is ready to make final payment to Byers Brothers, on or after December 11, for work on the Warrenton (19th St.-Hayes St.) Section of the Warrenton Secondary Highway in Clatsop County. Our records disclose, however, a claim filed by your Company for grader rental on this project in the sum of $504.

Please advise us of the present status of the above claim so that we can release the final warrant to the contractor as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
SEP 27 1950
FOR FILING

104-1118

3391

September 27, 1950

REGISTERED MAIL

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

Your Contract No. 3391 for grading, surfacing and oiling on the Empire (Broadway Street-North Commercial Street) Section of the Cape Arago Secondary Highway (Newmark Avenue) in Empire, Coos County, has been received in this office fully executed.

We are, therefore, returning your Certified Check No. 1692 drawn on the Astoria Branch of The First National Bank of Portland in the amount of $450.00 which you submitted with your proposal on August 22, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
SEP 27 1950
FOR FILING

104-1118

3391

September 26, 1950

Grimstad & Vanderveldt
749 - 9th Street
Astoria, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3391, which was awarded to you on August 22, 1950 by the State Highway Commission, covering Grading and Bit. Mac. Surfacing in Warrenton (Hayes St.-Morton St.) on Warrenton Secondary Highway in Clatsop County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

Recorded

RECEIVED
AUG 28 1950
FOR FILING

104-1118

3391

August 25, 1950

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract No. 3391 for grading, surfacing and oiling on the Warrenton (Hayes Street-Morton Street) Section of the Warrenton Secondary Highway in Clatsop County. This award was based on your low bid of $8,412.50.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

RECEIVED
JUL 6 - 1950
FOR FILING

104-1111

3391

July 6, 1950

Oregon State Highway Commission

Gentlemen:

In a letter under date of June 23 I reported to you on the matter of a request of the City of Warrenton for an extension to the existing project in that city, which extension is estimated to cost $7,000.

Mr. Reynolds, on June 24, advised that he would like to have some more information before taking action on this matter.

The quarter-mile section which the City asks be added to the existing project is indicated in green on the attached sketch. This short section has only a 16-foot pavement, and the shoulders are narrow and uneven. The City wishes the pavement widened to a width of 20 feet and the shoulders improved so that they present a better appearance and provide better drainage.

The balance of the Warrenton Secondary Highway is in a condition which we believe adequate for some time to come.

The matter of extending the work in Warrenton will be on the next agenda.

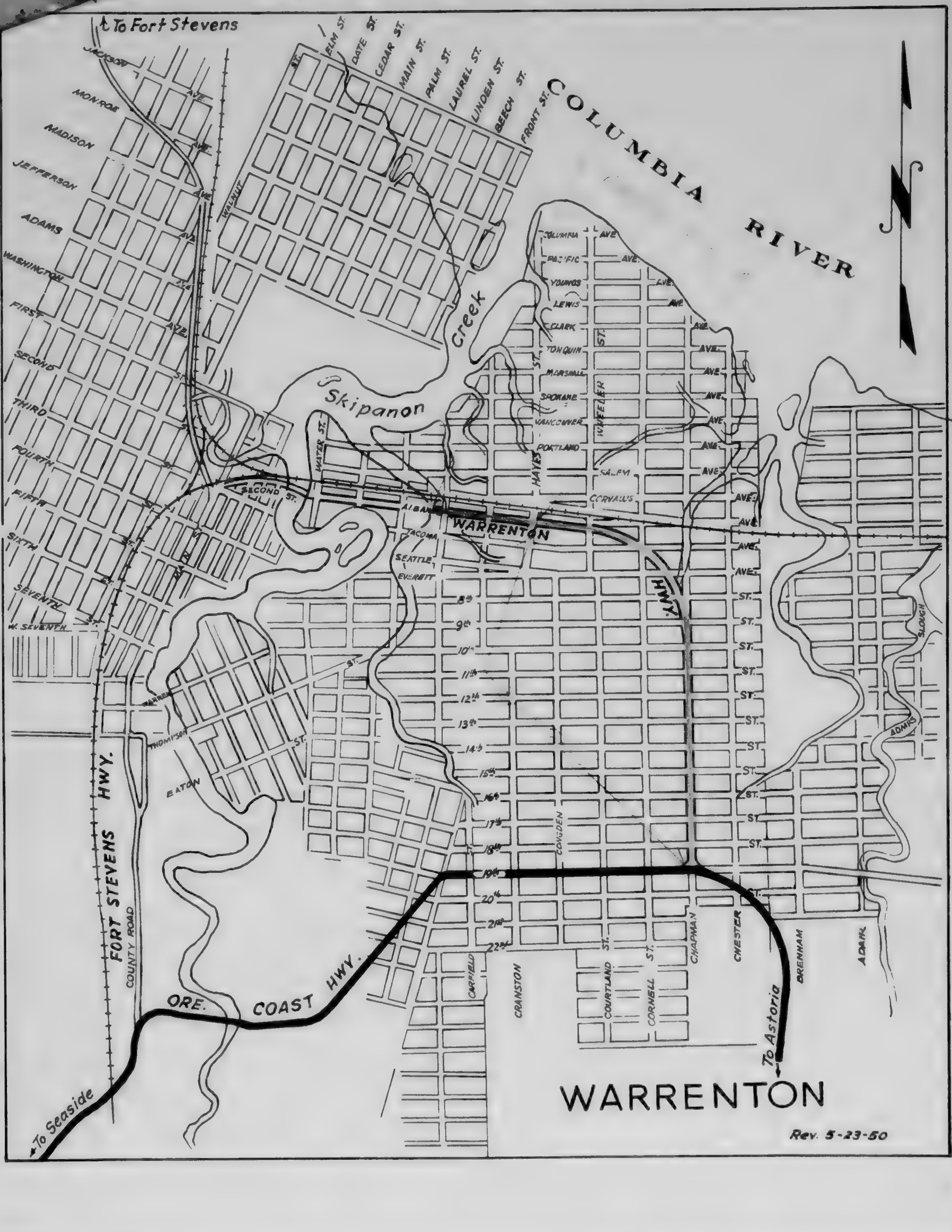
Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. H. G. Smith
Mr. M. H. Hawke

WCW:me bl


To Fort Stevens
JACKSON
MONROE
MADISON
JEFFERSON
ADAMS
WASHINGTON
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
W. SEVENTH
AVE.
ST.
WALNUT
ELM ST.
DATE ST.
CEDAR ST.
MAIN ST.
PALM ST.
LAUREL ST.
LINDEN ST.
BEECH ST.
FRONT ST.
COLUMBIA RIVER
N
Skipanon
Creek
COLUMBIA AVE.
PACIFIC AVE.
YOUNGS AVE.
LEWIS AVE.
CLARK AVE.
TONQUIN AVE.
MARSHALL AVE.
SPOKANE AVE.
VANCOUVER AVE.
PORTLAND AVE.
SALEM AVE.
CORVALLIS AVE.
HAYES ST.
WHEELER ST.
WATER ST.
SECOND ST.
ALBANY
WARRENTON
TACOMA
SEATTLE
EVERETT
HWY.
8th
9th
10th
11th
12th
13th
14th
15th
16th
17th
18th
19th
20th
21st
22nd
SLOUGH
ADAMS
WARREN
THOMPSON
EATON
FORT STEVENS HWY.
COUNTY ROAD
ORE. COAST HWY.
To Seaside
GARFIELD
CRANSTON
CONGDEN
COURTLAND ST.
CORNELL ST.
CHAPMAN
CHESTER
BRENHAM
ADAIR
To Astoria
WARRENTON
Rev. 5-23-50

FORM E-30 25M 1-50 37536

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3rd, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I am attaching further letters from Eason and Scott relative to the cost of extending the Warrenton Secondary Highway between the end of the Byers contract and the connection with the Fort Stevens Road in Warrenton.

Mr. Eason advises that the estimated cost of $7,000 is contingent upon doing a minimum amount of work with state forces, but that if a more pretentious job is done such as estimated by Scott, the cost will be $13,175. Eason considers the $7,000 job to be adequate.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

FORM E-30 25M 1-50 27835

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1950

SUBJECT:

NOTED
H. G. SMITH

To:

Mr. H. G. Smith,
Construction Engineer,
Department.

Dear Sir:

Mr. Williams has requested a statement of the condition and an estimate of cost of improving the remainder of the Warrenton Secondary Highway between the end of the Byers contract and a connection to the Ft. Stevens Road in Warrenton.

The distance is 0.7 of a mile; the condition of the pavement is, I think, satisfactory for the traffic that uses it although, of course, inferior to the new improvement. It is an old 16-foot blacktop pavement on a concrete base.

At the contract prices, it was estimated some little time ago that the improvement of the shoulders and a resurface on the same basis as the contract for 1,300 feet of this section would cost $7,000.00. In looking it over the other day, I believe we can blade the shoulders and add additional rock as required and put a B-2 bituminous macadam over the existing surface and portions of the shoulders, for a 20-foot width for the entire distance of 0.7 of a mile for $7,000.00, this on the basis of an extra gang betterment with State forces.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM

Warrenton (19th St. - Hayes St.)
Revised Quantities and Amounts on Contract

Item	Unit	Estimated	Revised	Unit Price	Rev. Amount
1- Clearing and Grubbing	All	All	All	Lump	$1100.00
2- Removal of Pavement	Sq Yd	820	1056	$1.10	$1161.60
3- Structural Excv.	Cu Yd	140	250	$3.25	$812.50
4- General Excv.	Cu Yd	5400	3900	$0.62	$2418.00
5- Finish Roadbed and Slopes	Mile	.93	.93	$650.00	$604.50
6- 12"- Concrete Pipe	Lin Ft	130	156	$1.70	$265.20
7- 18"- Concrete Pipe	Lin Ft	260	150	$2.95	$442.50
8- 24"- Concrete Pipe	Lin Ft	60	57	$4.35	$247.95
9- Extra for Installing Under Pavement	Lin Ft	50	47	$2.65	$124.55
10- Lumber and Timber	M.B.F.	1.00	1.053	$125.00	$131.63
11- Salvaging Culvert Pipe	Lin Ft	340	393	$1.90	$746.70
12- 3"-0" Material in Base	Cu Yd	5400	6000	$3.10	$18,600.00
13- 3/4"-0" Material in Base	Cu Yd	1600	2000	$3.50	$7,000.00
14- Sprinkling	M Gal	10	10	$2.90	$29.00
15- Preparation of Base	Mile	.93	.93	$200.00	$186.00
16- Furnishing and Placing Aggregates	Cu Yd	810	850	$5.50	$4675.00
17- Furnishing and Placing ~~Aggregates~~ 121-150	Ton	70	80	$48.00	$3840.00
Price Agreement No. 1	Cu Yd	1000	5700	$0.75	$4275.00
		Sub Total Contract Items			$46,660.13
		Engineering			$ 6,300.00
		TOTAL			$52,960.13

23.67% Over-run

Copy H.G.S.

ORM E-30 25M 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Nehalem, Oregon
June 30th 1950

SUBJECT: Widening Road at Warrenton

To: Mr F.D.Eason,
Division Engineer
Oregon State Highway Department
salem, Oregon,

Dear Sir:

In answer to your recent letter requesting an estimate for widening the Warrenton Secondary from the end of the Byers contract # 3252, the following is submitted.

End of Byers contract	station 49
Filled slough	station 62

Estimate previously submitted June 3rd as follows:

Excavation at shoulders	600	cu yds	at 0.62	$ 372.00
3"-0 rock base "	1100	" "	3.10	3410.00
3/4"-0 " top & leveling	100	" "	3.50	350.00
Asphalt	27	tons	48.00	1296.00
Furnish & place aggregates	185	cu yds	5.50	1017.50
Finish roadbed & Slopes	0.22	mile	650.00	143.00
				$ 6588.50

Section from filled slough to Ft Stevens road
station 62 to station 79+50 (-bridge 250') = 14 stations

Excavation for shoulders	800	cu yds	.62	496.00
3"-0 rock "	900	" "	3.10	2790.00
3/4"-0 " top shoulders	120	" "	3.50	420.00
Asphalt	30	tons	50.00	1500 .00
Furnish and place aggregates	210	cu yds	5.50	1165.00
Cut off grass 7 Finish	0.27	mile	800.00	216.00
				$ 6587.00

Total both units = $ 13175.50
Based on Byers contract prices and B2 and B2 modified
Specifications*

5 foot shoulder where no ditch is available, shoulder where ditch is available on North side to station 62 and on South side 62- 79+50 7 ft top feathering to 9 feet 9" -3"-0 base rock compacted, leveling course of 3/4"-0 rock
B2 oiled macadam on shoulders, modified B2 on pavement.
Shoulders oiled 3 feet on each side, providing a 22 foot pavement.

From station 49 to station 83+38 at Ft Stevens Road, there are side walks of wood to station 60, covering a ditch in places. This section is build up on town lots .From station 62 to station 75, there is a concrete sidewalk on the North side. The widening as above will serve for many years and give a wide and straight road. To go beyond this type of widening would require storm sewers, curbs and pavement, and would cost much more .I believe that the above type of improvement will satisfy the Warrenton people.

The estimate is made from prices on the Byers contract. It is probable that state forces can do the work for somewhat less. The main cost is rock from Seaside which will cost $2.50 delivered for 3" base rock and more for crushed rock with the work of leveling ,rolling etc to be added.

Yours truly, J H Scott
J.H.Scott Res Engr

No. 1976 2vew
By

ASSIGNMENT

1950

ption: Letter of June 23 to Commission re extension of state highway contract now in progress in Warrenton

Acknowledged by ----- Referred to ---**Pease** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ---------- signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 1-5-50 Report received ------

Remarks: **Please furnish map. Eason has one I think.**
WCW

ONERS
HANDLER, CHAIRMAN
COOS BAY
HAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

June 24, 1950

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

Your letter of June 23 addressed to the members of the Commission and concerning the additional project in the city of Warrington has been received.

Due to the fact that the newspapers and officials are giving us what I would term a rough time in that county, I would like to have full information upon the proposed project before I would take any satisfactory action upon it.

Very truly yours,

Chas H Reynolds

CHR/vlw

W. C. WILLIAMS

RECEIVED
JUN 28 1950
FOR FILING

104-1118
4
3371

June 23, 1950

Oregon State Highway Commission

Gentlemen:

At the last meeting of the Commission you received a telegram from the City of Warrenton, requesting an extension of the state highway contract now in progress in Warrenton to eliminate a section considered hazardous by reason of narrow shoulders and inadequate drainage. You asked that an investigation be made.

An investigation has been made, and we find that the extension they request is one-fourth mile in length and that the improvement will cost $7,000.

It is contrary to law to extend the limits of the existing contract, but, as the extended improvement is desirable, I recommend that bids be called at the August meeting for the extension.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. H. G. Smith
Mr. M. H. Hawke

OREGON
STATE HIGHWAY COMMISSION
Maintenance Department

MINOR BETTERMENT WORK ORDER

Division 2 For the year 1950 Prefix 104-1267

Acct. Number

Highway Warrenton Secondary Authorization (1st, 2d, 3d, etc.)

From West End of Existing Contract

To Westerly to Slough Fill Date submitted June 6, 1950

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST

Excavate shoulders of existing pavement and construct rock base and top similar to contract job. Construct B-2 oil mat 22 feet width. Station 49 to 62 = 1300 feet.

Estimate:

600 Cu. Yds. Excavation (including haul to disposal point)		$ .62	$ 372.00
3" - 0" Base Rock	1100 Cu. Yds.	3.10	3,410.00
3/4" - 0" Top Rock	100 " "	3.50	350.00
Asphalt in Place	27 Tons	48.00	1,296.00
Furnish and Place Aggregate	185 Cu. Yds.	5.50	1,017.50
			$6,445.50
	Allowance		554.50
			$7,000.00

Work to be performed by contractor under Purchase Order.

Submitted by:

J. H. Scott
Res. Eng'r.

Work to be Commenced Immediately Estimated Date of Completion July 31, 1950

INSTRUCTIONS: Orders are to be prepared in triplicate. Two copies are to be submitted to the Salem Office, and after approval by the Maintenance Engineer one copy will be returned to the Division Engineer for his files. The third copy will be retained by the Division Engineer until the approved copy is received, after which it should be sent to the Engineer or Superintendent in immediate charge of the work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations, as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

Estimated cost of work to be done under this order as per above estimate . . . $7,000.00

Amount previously authorized under this order . . . .

Present increase in authorization . . $7,000.00

Recommended for approval:
Division Engineer.

Approved:
Maintenance Engineer.

NOTE: The Work Order will bear the same number as the Account Number of the Classification of the work to be performed. A separate order is to be submitted for each class of work.

This order does not constitute authority for expenditures until approved and returned.

STATE PRINTING DEPT.

5M—11-40

OREGON
STATE HIGHWAY COMMISSION
Maintenance Department

MINOR BETTERMENT WORK ORDER

Division 2 For the year 1950 Prefix 104-1267

Acct. Number

Highway Warrenton Secondary Authorization (1st, 2d, 3d, etc.)

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To Westerly to Slough Fill Date submitted June 6, 1950

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Asphalt in Place	27 Tons	48.00	1,296.00
Furnish and Place Aggregate	185 Cu. Yds.	5.50	1,017.50
			$6,445.50
		Allowance	554.50
			$7,000.00

Work to be performed by contractor under Purchase Order.

Submitted by:

J. H. Scott
Res. Eng'r. [redacted]

Work to be Commenced Immediately Estimated Date of Completion July 31, 1950

INSTRUCTIONS: Orders are to be prepared in triplicate. Two copies are to be submitted to the Salem Office, and after approval by the Maintenance Engineer one copy will be returned to the Division Engineer for his files. The third copy will be retained by the Division Engineer until the approved copy is received, after which it should be sent to the Engineer or Superintendent in immediate charge of the work.

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Estimated cost of work to be done under this order as per above estimate . . . $7,000.00

Amount previously authorized under this order . . . .

Present increase in authorization . . $7,000.00

Recommended for approval: *Approved:*

Division Engineer. Maintenance Engineer.

NOTE: The Work Order will bear the same number as the Account Number of the Classification of the work to be performed. A separate order is to be submitted for each class of work.

This order does not constitute authority for expenditures until approved and returned.

STATE PRINTING DEPT.

11-40

OREGON
STATE HIGHWAY COMMISSION
Maintenance Department

MINOR BETTERMENT WORK ORDER

Division 2 For the year 1950 Prefix 104-1267

Acct. Number

Highway Warrenton Secondary Authorization (1st, 2d, 3d, etc.)

From West End of Existing Contract

To Westerly to Slough Fill Date submitted June 6, 1950

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3/4" - 0" Top Rock	100 " "	3.50	350.00
Asphalt in Place	27 Tons	48.00	1,296.00
Furnish and Place Aggregate	185 Cu. Yds.	5.50	1,017.50
			$6,445.50
Allowance			554.50
			$7,000.00

Work to be performed by contractor under Purchase Order.

Submitted by:

J. H. Scott
Res. Eng'r.

Work to be Commenced Immediately Estimated Date of Completion July 31, 1950

INSTRUCTIONS: Orders are to be prepared in triplicate. Two copies are to be submitted to the Salem Office, and after approval by the Maintenance Engineer one copy will be returned to the Division Engineer for his files. The third copy will be retained by the Division Engineer until the approved copy is received, after which it should be sent to the Engineer or Superintendent in immediate charge of the work.

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Estimated cost of work to be done under this order as per above estimate . . . $7,000.00

Amount previously authorized under this order . . . .

Present increase in authorization . . $7,000.00

Recommended for approval:

Division Engineer.

Approved:

Maintenance Engineer.

NOTE: The Work Order will bear the same number as the Account Number of the Classification of the work to be performed. A separate order is to be submitted for each class of work.

This order does not constitute authority for expenditures until approved and returned.

STATE PRINTING DEPT.

FORM E-20 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1950

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
Department.

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith two copies of a letter from J. H. Scott reporting on the cost of the extension of the Warrenton Secondary Highway contract in the town of Warrenton, as per the request of the City Manager made to the Highway Commission at the last meeting.

Mr. Williams requested this estimate, with the thought that though the contract could not legally be extended we might approve a betterment order and purchase the required work from the contractor on a purchase order at the contract prices.

You will note from Mr. Scott's letter it is important that we get an early decision on this so that the excavation that would be involved in the extended work could be used instead of borrow on the existing contract. I am submitting herewith a Minor Betterment Order for $7,000.00 to cover this proposed work and if we can get an immediate decision on the matter, I will get an agreement from the contractor covering the purchase of the items involved.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM

FORM K-30 25M 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Nehalem,Oregon,
June 3rd, 1950

SUBJECT:

To: Mr F.D.Eason,
Division Engineer
Oregon State Highway Dept.
Salem,Oregon,

Dear Sir:

On May 29th, you wrote asking that investigation and report be made on cost of an extention of the Byers contract # 3232,19th St-Hayes Street Section of the Warrenton Secondary in Warrenton.

Went over this yesterday and then met Mr Byers and he is willing and seemingly anxious for the extention.

On the South side from station 49th Street at Hayes Street at station 49 to station 62 at the West end of the fill where a bridge was replaced last year, there is very little ditch and sidewalks,road approaches etc.There is some drainage away from the pavement but the pavement is in good shape.By blading we wan get a shallow ditch and in some places ,the ground is lower and water drains off.On account of the sidewalks etc,I believe that the best way is to cut down 9 inches and fill with 3"-0" rock and oil 3 feet.This is thickly settled along here and probably the eventual solution would be curbs and storm sewers.

On the North side ,there is a ditch out about 9-11 feet.9 inches below the pavement would hit grade at the ditch about 9 feet out.This would give about seven feet of shoulders, 3 of which would be oiled.There is a line of heavy power poles about 12-13 feet out which would have to be moyed to use the same section as on the contract and this would take a lot of time. U der the above plan,the pavement would be widened to 22 feet and 2 3-4 foot shoulder on each side .None of the work would be thrown away if curbs and storm sewers should later be put in.

Cost

Excavation at shoulders	600 cu yds	@ $0.62	$	372.00
3"9 0 rock	1100 " "	3.10		3410.00
3/4"-0 "	100 " "	3.50		350.00
Asphalt	27 tons	48.00		1296.00
Furnish & Places aggregates	185 cu yds	5.50		1017.50
Finish roadbed & Slopes	0.22 mile	$650.00		143.00
			$	6588.50

In the section from station 32-42,there is a shortage of material to finish and maintain the 3/4 standard sup elevation which Mr H.G.Smith insisted upon correctly.The material will have to be borrowed from somewhere and the only source is sand from the Warrenton pit.The shoulder excavation in the above estimate is just about the right amount and would have to be wasted otherwise.An immediate decision is necessary as the contractor is putting on shoulder rock now and will have it all on to station 34 by the end of next week and then will have to move ahead to station 42-49.

Yours truly,

JHScott

J.H.Scott
Resident Engineer

106-1039 Empire (Broadway St.-North 1950
Commercial St.) Sec. of the
#3392 Cape Arago Sec. Hwy. (Newark
Avenue) in Empire

RECEIVED
NOV 1951
FOR FILING

CC-1037

~~(CONTRACT NO.)~~ 3392

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 16, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3392	2 & 3-final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19737	B-28142	$ 829.13	Nov. 15, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wiklander
ACCOUNTING DIVISION

Specified Completion Date: July 15, 1951

Time Extensions: Extended to Aug. 8, 1951 without penalty

Completion Date: Aug. 8, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: V 19 1951
A. A. Wiklander

RECEIVED
NOV 8 1951
FOR FILING

106-1039

3392

October 26, 1951

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 3392 for paving on the Empire (Broadway St.-Commercial St.) Section of the Cape Arago Highway in Coos County was completed by the contractor, Acme Construction Co., assigned to Porter W. Yett, on August 8 and accepted formally by the Highway Commission on October 11,1951.

Final payment in the amount of $829.13 will be made to the contractor on or after November 5, 1951. The total contract amount is $9,271.46, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the perfofmance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 4, Oregon

NOTED ON CARD

10-26-51, 3(

RECEIVED
FOR FILING

106-1039
3392

October 23, 1951

Acme Construction Co.
733 Ohio St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 24 days, from July 15 to August 8, 1951, within which to complete your contract No. 3392 for paving on the Empire (Broadway St.-Commercial St.) Section of the Cape Arago Highway in Coos County

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: K. D. Lytle.
Division Engineer

C. C. Gall,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
1951
FOR FILING

September 19, 1951

Request for extension of time
No. 4
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Acme Construction Company for an extension of time on Contract No. 3392, Empire Section of the Cape Arago Secondary Highway, from July 15, 1951 to August 8, 1951.

Due to nondelivery of a new paving plant which the contractor anticipated using on this project, it was necessary for him to negotiate with Porter Yett to do the work. Mr. Yett moved in on the job as soon as he could and completed it in four days working time.

There was no extra cost involved and no inconvenience to the traveling public except the long delay. I would recommend that the extension be granted without penalty. I have written to the Acme Construction Company and advised it that delays of this kind would, if continued, be cause for action by the Highway Commission in disqualifying the Company from bidding.

Very truly yours,

R. H. Baldock
State Highway Engineer

me

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FOR FILING

September 5, 1951

Acme Construction Company
733 Ohio Street
Eugene, Oregon

Gentlemen:

The members of the Highway Commission were quite dissatisfied with your failure to proceed with the small job in Empire, inasmuch as you delayed about a year. They also believe that your failure to proceed in Coos Bay as a subcontractor has caused a delay on this project.

Please be advised that failure to prosecute work with due diligence will constitute a reason for disqualification as a bidder. I wish you would please keep this in mind in the work that you undertake in the future.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 25, 1951, 19

Section Empire (Breadwat St. - Commercial St.)

Kind of work Paving

Highway Cape Arago

Section prefix 106 - 1039

Contractor Porter W. Yett

Contract number 3392

Date of contract Aug. 22, 1950, 19

Date of completion July 15, 1951, 19

Date work started Aug. 4, 1951, 19

Estimated date of completion ?, 19

Amount of contract . . . . $ 11,055.00

Per cent of time elapsed 112 %

Estimated cost of completed project, exclusive of engineering . . . . $ 10,300.00

Per cent of contract completed, based on total contract price . . . . 84 %

Engineering cost to date $ 400.00, 3.55 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work on the project this week.

Job is completed except for seal coat, no decision yet as to whether seal is to be applied or not.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

RECEIVED
AUG 27 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed C C Hall

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1265 ft.
Miles partially completed					All
Miles completed					All except seal
Total estimated quantities					1030 ton
Estimated quantities moved or placed to date					All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					none
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

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FOR FILING

FORM E-30 25M 5-50 40900

[illegible]

3392

NDA 3

4a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

L

Dear Mr. Glaisyer:

I enclose herewith a formal assignment made by Mr. Harner, who is doing business under the firm name and style of Acme Construction Company, by which assignment there have been transferred to Porter W. Yett all of the Acme Construction Company's title, right and interest in and to State Highway Contract No. 3392, dated August 22, 1950.

Mr. Harner will procure the consent of his surety company to this assignment, and upon receipt of that consent the State is then at liberty to recognize Porter W. Yett as the contractor and deal alone with him.

Yours very truly,
J M Devers
J. M. DEVERS
Chief Counsel

JMD:AWP
cc Mr. Porter W. Yett

for confirmation

Mr. Harner will talk to Mr. [illegible] (7/26) re this

Called Vick Risley, surety, on phone 8/14/51
He will furnish consent of surety today
To [illegible]

Contract # 3392
Paving Empire (Pr[illegible] St - Commercial St) section of the Cape Arago Sec. Hwy. Coos Co.
Acme Construction Co., Eugene
Awarded - Aug 22, 1950
Completion date July 15, 1951
Surety - American Casualty Co
Durham & [illegible]
901 SW Wash. St. Portland.

NOTED ON CARD

S+C

THE UNDERSIGNED, N. H. HARNER, doing business as ACME CONSTRUCTION COMPANY, does hereby transfer, assign and set over unto PORTER W. YETT, for valuable consideration, all his right, title and interest in and to Oregon State Highway Commission Contract No. 3392, otherwise designated as The Empire Broadway Street - Commercial Street Section, Cape Arago Highway and City Street, in Coos County, Oregon, which contract was entered into the 22nd day of August, 1950, by and between the State of Oregon by the State Highway Commission, and the undersigned.

This assignment is conditioned upon consent of the Oregon State Highway Commission thereto.

Dated this 25th day of May, 1951

/s/ N. H. Harner
N. H. HARNER

The undersigned, PORTER W. YETT, does hereby accept the above noted assignment of contract, and does hereby agree to complete the aforementioned Contract No. 3392 in accordance with the plans, specications and general conditions thereof, and does further agree to accept all of the obligations imposed upon N. H. Harner in said contract, the same as though he had personally executed said contract.

Dated this 25th day of May, 1951.

/s/ Porter W. Yett
PORTER W. YETT

COPY

RECEIVED
SEP 27 1950
FOR FILING

106-1039

3392

September 26, 1950

Acme Construction Co.
733 Ohio St.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3392 which was awarded to you on August 22, 1950, for paving on the Empire (Broadway St.-Commercial St.) Section of the Cape Arago Highway in Coos County.

We are also sending a fully executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

9/26, 50

RECEIVED
AUG 28 1950
FOR FILING

166-1039

3392

August 25, 1950

Acme Construction Company
733 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract No. 3392 for paving on the Empire (Broadway Street-North Commercial Street) Section of the Cape Arago Secondary Highway (Newmark Avenue) in Empire in Coos County. This award was based on your low bid of $11,055.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

RECEIVED
FOR FILING

[illegible]

337.2

July 3, 1950

Ada Holden, City Recorder
City Hall
Empire, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your city a fully executed copy of the City Allotment Project Agreement between the State of Oregon, by and through its State Highway Commission and the city of Empire, covering the improvement of Broadway from Newmark Avenue to Pennsylvania Avenue, a distance of approximately 0.10 mile.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

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[illegible] 1 [illegible]
FOR FILING

106-1037

B392

4-t

June 27, 1950

Hon. Edwin C. Lund
Mayor of Empire
Empire, Oregon

Dear Mayor Lund:

Some time ago you wrote to Mr. K. D. Lytle, Division Engineer of the State Highway Department, Roseburg, requesting the widening of the pavement on the Cape Arago Secondary Highway between Market Street and Commercial Street in your city.

Your request was investigated and the results thereof were brought to the attention of the Highway Commission at its last meeting. You will be pleased to know that the Commission authorized construction of asphaltic concrete paving full width between curbs along the three block section of this highway mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

RECEIVED
FOR FILING

4-t

Salem, Oregon
May 29, 1950

Mr. H. G. Smith

The Highway Commission has approved the widening, and paving full width, of the Cape Arago Secondary Highway between Market Street and Commercial Street in the city of Empire, as a state project. You may prepare plans for this project in conjunction with a special State Tax Street fund project which has been approved for the City of Empire.

W. C. Williams

cc Mr. S. H. Probert
Mr. M. H. Hawks
Mr. John W. Cattrall

WCW:me:bl

RECEIVED
MAY [illegible] 1950
FOR FILING

Empire

May 18, 1950

Oregon State Highway Commission

Gentlemen:

The City of Empire has requested the Department, through K. B. Lytle, Division Engineer at Roseburg, to widen and pave the Cape Arago Secondary Highway between Market and Commercial Streets, a distance of three blocks within the city of Empire.

The City has constructed concrete sidewalks and curbs and a storm sewer, the distance between curbs being 56 feet. The present highway is paved for a width of 30 feet, leaving 13-foot gravel shoulders between the pavement and the curbs. The City has also graded the shoulders and constructed a six-inch compacted base.

The estimated cost to complete the work, consisting of three inches of asphaltic concrete pavement, is $10,500. It is my suggestion that it be considered in the 1951 State Construction Program.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er RHB:me

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. H. G. Smith
Mr. M. H. Hawke

FORM E-90 25M 8-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1950

SUBJECT: Improvement-City Street and State Highway, City of Empire

To: Mr. W. C. Williams
OFFICE

Enclosed are three copies of an estimate of the cost to widen Newmark Street (Cape Arago State Highway) from Commercial to Broadway Street. This estimate is based on the cost to widen 13' on each side with asphaltic concrete 3" in depth and to patch out the present pavement to conform.

It is our understanding that Mr. Sage, D.M.S., submitted an estimate for this widening to Mr. R. H. Baldock on March 7. Mr. Ayers of this office and Mr. Sage recently refigured this widening work and are in agreement that the attached estimate is more accurate and the type of improvement more desirable.

Mr. Ayers also investigated Broadway Street from Newmark Street to Pennsylvania Street as to qualification for improvement as a special $250,000 city fund project. This project will be submitted to you later this week along with other projects for presentation to the Commission.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

SUBJECT: Letter of Empire
requesting aid

EMPIRE

Newmark Street - From Commercial Street to Broadway (Cape Arago Secondary through Empire) - a distance of approximately 0.24 mile

Street Curbed - 56 foot street - present pavement 30 feet in width. Drainage installed.

Proposed: Pave to curbs and patch present pavement to obtain proper drainage and surface.

It has been suggested by Mr. Lytle and Mr. Sage that asphaltic concrete paving be used for this repair as the plant patching crews do not have such a tight schedule as the oiling crews, and material for plant patching is more available than oil rock. Also, a much more satisfactory result will be obtained.

A total of 37,340 sq. ft. of asphaltic concrete, 3" thick.

Asphaltic Concrete - 750 tons plus 200 tons to patch present pavement and 300 cu. yd. of material for leveling course.

Asphaltic Concrete	950 tons @ $9.00	$8,550
3/4"-0 in base	300 c.y. @ 3.25	975
		$9,525

City will enforce parallel parking.

H. C. Ayers

HCA:MM
4/10/50

Salem, Oregon
March 20, 1950

City of Empire,
Street Improvement

Mr. K. D. Lytle, Division Engineer
State Highway Department
Roseburg, Oregon

Attention: Mr. Raymon Asburry,
Division Office Engineer

The City of Empire has submitted an application for the improvement of Broadway Street from the Special $250,000 City Allotment Fund. As soon as we have had an opportunity to investigate this application it will be submitted to the Commission for action.

Also, a letter from the City of Empire was received by this office regarding the widening of Newmark Street. An assignment from W. C. Williams to this office requested investigation of the work done by the city and an estimate of the oiling cost. Nothing has been done to date. If the report submitted with your letter of March 13 has been forwarded to Mr. Williams, nothing further will be done. If not, we will forward Sage's report to Williams as it thoroughly covers the matter. Please advise.

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JFH:MM

FORM E-30 25M 9-49 34892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 7, 1950

SUBJECT: Request by Empire

To:

R. H. Baldock
Chief Engineer

Dear Sir:

On February 15th we received a copy of a letter written to you from the City Recorder of Empire wherein certain work was requested be done on city streets.

Although you asked for no report on this, from this office, we thought you might be interested in the report Mr. Sage has prepared after his interview with the City officials and I am attaching a copy.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

enc

c

FORM K-20X 25M 9-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
March 6, 1950

SUBJECT: Request of Empire for Oiling

To: Mr. K. D. Lytle
Division Engineer
Ore. State Highway Dept.
Roseburg, Oregon

Dear Sir:

Reference is made to the request of City of Empire that we perform certain oiling on streets in that city as follows:

Newmark Street from Market Street to Commercial Avenue
Broadway from Newmark Street to Pennsylvania Avenue

Newmark Street is the present highway route of the Cape Arago Secondary through Empire. Between Market and Commercial, a distance of three blocks, concrete sidewalks and curbs are in place with the width between curbs being 56 feet. Our present pavement is 30 feet wide which leaves a 13' gravelled strip on either side between the edge of the pavement and the curb. It is these two 13' strips that the city would like to have us hard surface. A storm sewer system has recently been installed on this section with catch basins at all intersections. In addition to this the two strips have been graded down and approximately 6" of base rock added. By adding a small amount of topping material they will be ready to oil. The area of the two plus the intersections will amount to 2940 sq. yds. It is estimated that the oiling, using O-9 specification, will run about $1000.00. If only the side strips are oiled, the cross section of the roadway from curb to curb will not be too uniform but will be adequate for drainage purposes. It would be better to oil the entire roadway from curb to curb using extra material for a levelling course. This alternate would cost approximately $2500. Another alternate would be to plant patch the strips. This would take about 375 tons plus about 125 more to level up the existing pavement, or a total of 500 tons. At $9 a ton this would add up to $4500.

The second street contained in their request, that is, on Broadway from Newmark to Pennsylvania, is not on the highway route. However, it is subjected to heavy traffic as it serves a large lumber mill in the Northwest part of Empire. The city had previously requested that we oil this street but objection was voiced due to lack of base. This has now been taken care of and there is now sufficient rock to satisfactorily support an oil job. The drainage condition, however, should be improved if and before we do the work. Oiling of this street 27 ft. wide and with an O-9 specification will cost approximately $1300.

FORM E-30X 25M 9-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

March 6, 1950

SUBJECT: Request of Empire for Oiling

To:

The oiling or paving of the 13' strips on Newmark would make a very desirable improvement to the city and to the highway department as well but would not be in favor of doing it this year unless an extra authorization is set up. If approved the work would probably have to be done entirely with department funds as Newmark is on the State Highway system. I would recommend that we do the work on Broadway providing the city will finance the project and furnish the necessary oiling aggregate.

Very truly yours,

D. J. Sage

D. J. Sage
District Maintenance Supt.

DJS/an

March 8 - Williams called re Empire. He Didn't have any record of the letter we have and was wondering where it was. Told him we had it but that Ayres was unable to contact City last week due to death of his mother. Williams has another letter from City which he will hold until we have had a chance to investigate Broadway for improvement under $250,000. After this investigation he will make up his mind concerning Newmark Ave.

He indicated he had Engr. Report at that time.

NOTED
J. W. CATTRALL

February 21, 1950

Ada Holden
City Recorder
Empire, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

This is to acknowledge receipt of your letter of February 15 requesting the improvement of certain streets in the City of Empire.

Inasmuch as the portion of Newmark Avenue mentioned in your letter is a part of the State highway system, it will be investigated and reported to the State Highway Department.

That portion of Broadway upon which you wish improvement is eligible for consideration for aid under the $250,000 City Allotment. In this regard, you will find enclosed two resolution forms for applying for aid from this fund. Kindly fill out both forms, return one signed copy to this office, and retain the other for the city's files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

Feb.15,1950

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

This letter is written by instruction of the Common Council of the City of Empire. The City has prepared a base for pavement on Newmark Avenue from Market Street east to a point 179.41 feet east of the intersection of Newmark Avenue and Commercial Avenue. The City of Empire hereby requests that the State Highway Department blacktop said area. We understand that the Highway Department does cooperate with cities in this respect.

A base of crushed rock for pavement has been applied to Broadway from Newmark Avenue north to Pennsylvania Avenue and the City of Empire also requests that this street be blacktopped. In our opinion, this street comes under the provisions for State aid for maintenance of streets that carry more than average of heavy traffic.

Very truly yours,

CITY OF EMPIRE, OREGON

By Ada Holden
City Recorder

RECEIVED
FEB 1 1950
ENGINEER
COUNTY [illegible]

[illegible]

Salem, Oregon
August 29, 1949

Assignment 1283
City of Empire

Mr. W. C. Williams
OFFICE

On August 15, I contacted Mr. James A. Norman, Attorney, Coos Bay, and, in the absence of the present city recorder and mayor, Mr. Clyde E. Deal, business man and former city recorder of Empire. The situation as presented by these two gentlemen is as follows:

1. The City has been contemplating the formation of an improvement district, the chief purpose of which being to assess abutting property owners for the cost of widening that section of the Cape Arago State Secondary Highway (Newmark Avenue) which passes through the business district of Empire. The question arose as to the legality of assessing property owners for money to be expended on a state highway. Mr. Norman, Empire City Attorney, in writing Mr. Devers, was primarily attempting to get an opinion as to the legality of such an assessment rather than permission from the Highway Department to perform the work.

2. Mr. Deal stated that Mr. Lytle, in the company of two or three other Highway Department engineers, contacted the city authorities three or four years ago in connection with this proposed widening. He also stated that it was his and the other city officials' understanding that these engineers verbally agreed to oil the widened portions if the City would do the excavation and place the base rock. I contacted Mr. Lytle on August 17 and he could recall no such verbal agreement.

3. Concrete curbs and walks are in place on the section in question with an unoiled strip between the curb and existing oiled highway approximately 8' wide on each side for a distance of approximately 1500'.

Nothing further than obtaining the above information has been done by this office.

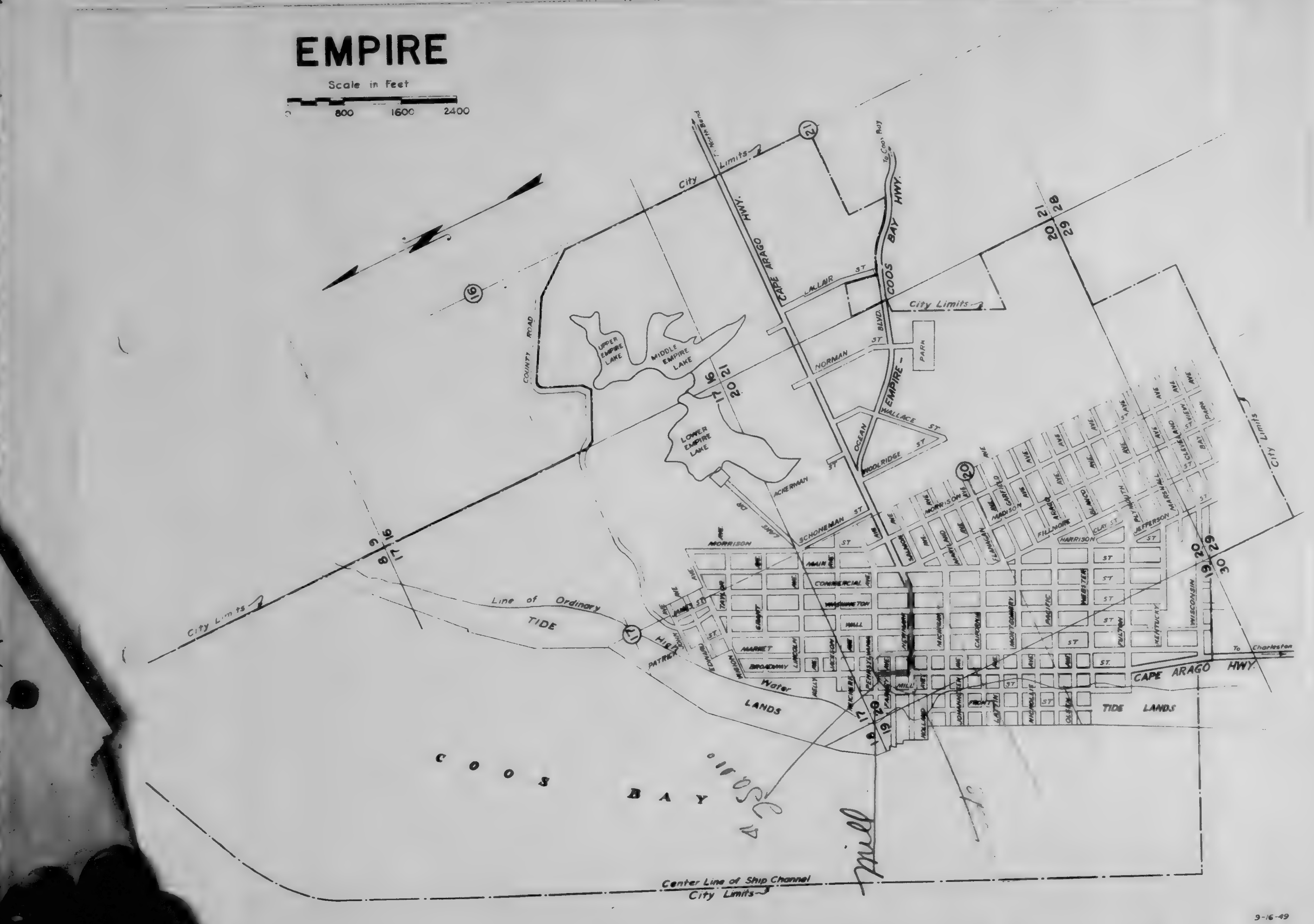
NOTED
J. W. CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM


EMPIRE
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COOS BAY
Center Line of Ship Channel
City Limits
Line of Ordinary TIDE
Water LANDS
TIDE LANDS
COUNTY ROAD
UPPER EMPIRE LAKE
MIDDLE EMPIRE LAKE
LOWER EMPIRE LAKE
CAPE ARAGO HWY.
To North Bend
To Coos Bay
To Charleston
EMPIRE - COOS BAY HWY.
BLVD.
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OCEAN
WALLACE ST
WOOLRIDGE ST
ACKERMAN
LAKE DR
SCHONEMAN ST
MORRISON
MAIN
COMMERCIAL
WASHINGTON
WALL
TAYLOR
GRANT
LINCOLN
MARKET
BROADWAY
KELLY
HICKORY
PENNSYLVANIA
NEWMARK
MICHIGAN
CALIFORNIA
MONTGOMERY
PACIFIC
WEBSTER
FULTON
KENTUCKY
WISCONSIN
SALMON
MARYLAND
FLANAGAN
MADISON
GARFIELD
FILLMORE
ARAGO
HARRISON
CLAY ST
BLANCO
PLYMOUTH
JEFFERSON
MARSHALL
CLEVELAND
VIEW
BAY
PARK
HOLLAND
JOHANNESEN
FRONT
LAFFIN
NICHOLLIE
OLSEN
MILL
FAREY
EDWARD
MISSION
JOHN
JAMES
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PATRICK
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250.110
9-16-49

6-4214 Division No.3-B Guard Rail 1950
on Coos Bay-Roseburg Hwy. &
Oregon Coast Hwy: Between Myrtle
#3393 Point & Remote.

RECEIVED
FOR FILING
6-4214

OREGON STATE HIGHWAY COMMISSION
(date)
Jan. 24, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3393	4-&-5-Final	Rich & Sons Nursery	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
552	R-8128	$ 648.50	1/23/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1950

Time Extensions: None required

Completion Date: Nov. 30, 1950

Date Accepted: Dec. 19, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
aa Wicklander

RECEIVED
JAN 10 1951
FOR FILING

1-4211

3393

January 9, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3393, for Division No. 3-B Guard Rail on the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties, has been completed by the contractor, Rich & Sons Nursery, and that final payment in the amount of $648.50 will be made on or after January 19,1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information the total contract amount is $8,669.70, and no force account work was performed on the job. This contract was completed on November 30 and accepted by the Highway Commission on December 19, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
1950
FOR FILING

December 18, 1950

W. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to Rich & Sons Nursery a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3393 covering guard rail on Division No. 3-B of the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties. This payment, which is in the amount of $3,126.64, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $500. The present payment will be made on or after December 28, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your Company appears as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

ON CARD

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 2nd., 1950

Section Division 3-B

Kind of work Guard Rail

Highway Coos Bay-Roseburg & Ore. Coast

Section prefix 6-4214

Contractor Rich & Sons Nursery

Contract number 3393

Date of contract August 22nd., 1950

Date of completion Nov. 30th., 1950

Date work started Sept. 8th., 1950, 19

Estimated date of completion Nov. 30th., 1950

Amount of contract $ 8,640.00

Per cent of time elapsed 100.0 %

Estimated cost of completed project, exclusive of engineering $ 9,028.80

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date $ 456.07, 5.28%

Date project was completed November 30th., 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting of guard rail on this project on Thursday of this week and completed clean up work the next day.

NOTED [illegible]

RECEIVED
DEC -5 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed A. L. Chapman

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Guard Rail	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	3200				
Estimated quantities moved or placed to date	3200				
Average daily quantities Past Week	--				
Average daily quantities necessary to complete project on time	None				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Showers		
Friday	Showers		
Saturday	Rain		

State Printing Dept. 38842

RECEIVED
SEP 27 1950
FOR FILING

6-4214

3393

September 26, 1950

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3393, which was awarded to you on August 22, 1950 by the State Highway Commission, covering Guard Rail work on Division No. 3-B on the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

RECEIVED
AUG 2[illegible] 1950
FOR FILING

6-42.111

3393

August 25, 1950

Rich & Sons Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract No. 3393 for the Division No. 3-B Guard Rail Project on the Coos Bay-Roseburg and Oregon Coast highways in Coos and Curry Counties. This award was based on your low bid of $8,640.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - S. H. Probert

7-3404 Prineville Maintenance Bldg. 1950

#3394

RECEIVED
FOR FILING

January 18, 1952

Mr. George Bemis
Bemis Commission Company
Portland, Union Stock Yards
North Portland, Oregon

Dear Mr. Bemis:

Reply is made to your letter of January 16 concerning Bemis & Company contracts.

We shall be pleased to receive information from the Baker Plumbing Company and the Parkdale Lumber Company that their respective claims against these contracts have been satisfied.

In the last paragraph of your letter you mention that the vouchers for the final payments on the Eugene and Veneta buildings have not as yet been received. I have checked with our Accounting Division and find these two vouchers are now being processed and there are possibilities they will be placed in the mail today. In any event, they should be in the mail on Monday, January 21.

As to the final warrants for the Jewell and Prineville buildings, we are pleased to inform you that these warrants are being released today and should be in your hands either tomorrow or Monday of next week.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mhs
cc: F. A. Query

Mr. Query: Please write to the Baker Plumbing Co. and the Parkdale Lumber Company.

HBG

BEMIS COMMISSION COMPANY

Livestock Market Agency
Portland Union Stock Yards
North Portland, Oregon

BEMIS & CO., CONTRACTORS
NORTH PORTLAND, OREGON

January 16, 1952

Mr. H. B. Glaisyer, Secretary
% Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In regard to your letter of January 14th, we have notified the Baker Plumbing to mail you a letter stating that our bill has been paid. We sent them a check for payment in full on April 12, 1951.

Regarding the Parkdale Lumber Co. claim, it was my understanding that this bill had been taken care of long ago. However I am making a thorough check of this and will let you know what the outcome is in the very near future.

The vouchers for the final payments on the Eugene and Veneta Buildings have not as yet been received, also the checks for vouchers which we signed and sent back about three weeks ago. Thought maybe you could run these down and hurry them along a little. Would appreciate any help you could give in speeding this up a little.

Yours truly,

/s/ Geo. Bemis

BG:bg

ANSWERED
H. B. GLAISYER

1-2404

3394

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3394	2-final	Bemis & Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
538	E-32258	$ 1,021.73	Jan. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1950

Time Extensions: Extended to Dec. 8, 1951 without penalty

Completion Date: Sep. 26, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 1-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant assigned and mailed to Geo Bemis

Warrant Mailed: JAN 18 1952
A. A. Wicklander

1-15-52

RECEIVED
JAN 1[illegible] 1952
FOR FILING

[illegible]

[illegible]

January 15, 1952

Bemis & Co., Contractors
Livestock Exchange Bldg.
North Portland
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 342 days, from December 31, 1950 to and including December 8, 1951, within which to complete your contract No. 3394 for construction of maintenance building at Prineville in Crook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: G. S. Paxson,
Bridge Engineer

M. W. Moore,
Resident Engineer

Mr. Geo. Bemis

NOTED ON CARD
1-15-52 [illegible]

RECEIVED
JAN [illegible] 1952
FOR FILING

January 14, 1952

Mr. George Bemis
Room 102
North Portland Exchange Building
North Portland, Oregon

Dear Mr. Bemis:

In today's mail, the State Highway Commission received a letter from Miller Lumber Company, Prineville, stating that its claim against Bemis & Company in connection with the construction of the Prineville maintenance building, State Highway Contract No. 3394, has been paid in full.

A check of our records now discloses only two unpaid claims, one being that of F. E. Baker for plumbing work in connection with Contract No. 3292 for construction of Veneta maintenance building, the other being the claim of the Parkdale Lumber Co. in connection with Contract 3291 for construction of a maintenance building at Parkdale. The Baker claim is in the amount of $130 and the Parkdale Lumber Co. claim is in the amount of $886.74. This latter claim was filed in this office after the final payment had been made for construction of the Parkdale building.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

NOTED ON CARD

RECEIVED
JAN 1 6 1952
FOR FILING

5-244-4

[illegible]

mo Lum

January 14, 1952

The Miller Lumber Company
125 Oregon Avenue
Bend, Oregon

Gentlemen:

Thank you for your letter of January 10 in which you state that the account of Bemis and Company has been paid to Mr. Harry Fissel in full.

This is in connection with the claim filed in our office October 5, 1951, on State Highway Contract No. 3394 for a building addition at Prineville.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-14-52

THE MILLER LUMBER COMPANY
135 OREGON AVENUE
BEND, OREGON

January 10, 1952

3394

State Highway Commission
Salem, Oregon

Gentlemen: Attention: H. B. Glaisyer

Thank you for your letter of January 7th and the courtesy shown us in this matter.

We wish to state that the account of Bemis and Company has been paid to Mr. Harry Fissel in full.

Thanking you again, we remain

Very truly yours,

THE MILLER LUMBER CO.

By Walter K. Laursen
Walter K. Laursen

WKL it

REFERRED TO
Query
BY SECRETARY

usual letter

ON CARD
1-14-52

RECEIVED
JAN 16 1952
FOR FILING

7 3404

3394

[illegible]

January 14, 1952

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

We have received a letter from The Miller Lumber Company, 125 Oregon Avenue, Bend, Oregon, in which they write as follows:

> " . . . We wish to state that the account of Bemis and Company has been paid to Mr. Harry Hissel in full . . ."

This statement refers to a claim filed in this office in October, 1951, against Bemis and Company on State Highway Contract No. 3394 for construction of a building addition at Prineville, Oregon. According to our records payment of this claim cleans up all of the claims which have been filed with us against this job.

This information is provided to your Company inasmuch as it appears as surety on the performance bond furnished with our Contract No. 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire
Durham & Bates
901 S. W. Washington
Portland 5, Oregon
Bemis & Company
2376 S. E. 45th Street
Portland, Oregon
Mr. George Bemis
Portland Union Stockyards
North Portland, Oregon

[illegible] ON CARD
1-14-52

RECEIVED
JAN 9 1952
FOR FILING

January 7, 1952

Miller Lumber Company
821 Wall Street
Bend, Oregon

Attention: Mr. Walter H. Laursen

Gentlemen:

We wrote you on November 15, 1951 regarding the claim of your customer, Harry Fissell, against Bemis and Company for labor and material furnished on contract No. 3394 in the amount of $141.42.

In that letter we requested you to advise this office as to whether or not the claim had been satisfied. We have received no reply. Unless we hear from you to the contrary within ten days we shall consider the claim satisfied and mark our records accordingly.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

1-7-52

RECEIVED
JAN 9 1952
FOR FILING

3394

January 7, 1952

Peerless Casualty Company
19 Federal St.
Keene
New Hampshire

Gentlemen:

State highway contract No. 3394 covering construction of building addition at Prinsville, Crook County, was completed on September 26, 1951 by the contractor, Bemis and Company, assigned to Geo. Bemis, and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $1,011.73 will be released to the contractor on or after January 17, 1952. The total contract amount is $3,113.00, and no force account work was performed on the project.

There is a claim filed against this project by the Miller Lumber Company on behalf of a customer, Mr. Harry Fissell, for labor and materials in the amount of $141.42. You have been previously notified of this claim.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
1-7-52,

RECEIVED
DEC 1951
FOR FILING

7 - 3394

3394

RATHBONE, KING & SEELEY
Insurance Underwriters

C
O
P
Y

Portland, Oregon
December 3, 1951

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: State Highway Contract No. 3292 -Bond No. 75947
Maintenance Bldg., Veneta, Oregon
Contract No. 3299 - Bond No. 74949
Maintenance Bldg., Jewell, Oregon
Contract No. 3315 - Bond No. 75979
Maintenance Bldg., Eugene, Oregon
Contract No. 3394 - Bond No. 97929
Bldg. Addition at Prineville, Oregon

Dear Mr. Glaisyer:

This will acknowledge and thank you for your letter of November 30th attaching copies of Assignment given by Bemis & Co. A. Co-partnership consisting of Pat Bemis and George Bemis, to George Bemis of Moneys due or to become due, Bemis & Co in connection with the above captioned contracts.

Your letter of November 30th crossed ours of the same date in the mail therefor no reply to that letter will be necessary.

Very truly yours,

RATHBONE, KING & SEELEY

By /s/ Elwyn A. Wride
Elwyn A. Wride

EAW:ft

FORM E-30X 1M 6-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1951

SUBJECT:

C
O
P
Y

To:
Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Herewith requests for time extensions on the four building jobs, contracts of which are held by Bemis and Company. As you know we have had a great deal of difficulty in getting these jobs finished up. Mr. Pat Bemis, who was Bemis and Company, got into financial difficulties and apparently has completely faded out of the picture. The bonding company has made arrangements with his brother, Mr. Geo. Bemis, who is a wholesale commission merchant in Portland, to take over the obligation and to finish up the work. Mr. Geo. Bemis is doing all he can to get the work cleaned up and has now finished two of the jobs and assures us that the minor items on the other two will be completed by December 8.

In view of Mr. Geo. Bemis' efforts and the fact that there are practically no additional engineering expenses involved, I would recommend that the extensions be granted without penalty. I hope that this will clear up these four old jobs.

Very truly yours,

/s/ G. S. Paxson

G. S. Paxson
Bridge Engineer

RECEIVED
FOR FILING

4-3404

[illegible]

November 27, 1951

Request for extension of time
no. 6
December 20 and 21 meeting

State Highway Commission

Gentlemen:

Re: Prineville Maintenance Building
Contract No. 3394
Dodis and Company, Contractor

Herewith application for extension of time in which to complete the work on the Prineville Maintenance Building in Crook County. They are asking for an extension from December 31, 1950 to and including December 5, 1951.

The contract completion date was December 31, 1950, and we have had use of the building since approximately that time. Acceptance cannot be made because of repairs and changes which had to be made to the roof. All work but this was completed on September 26, 1951. Dodis and Company have had financial difficulties, and the work is being finished by Mr. George Dodis, a brother of the Dodis of the construction company.

In view of the fact that we have only incurred a very minor additional expense because of the delay in finishing, it is recommended that the extension be granted without penalty to the contractor. This is a state project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:lb

RECEIVED
NOV [illegible] 1951
FOR FILING

1-3404

3404

November 27, 1951

Peerless Casualty Company
Rathbone, King & Seeley
Insurance Underwriters
310 S. W. Fourth Street
Portland 4, Oregon

Attention: Mr. Elwyn A. Wride, Attorney-in-Fact

Gentlemen:

This is to acknowledge receipt, this date, of your four letters dated November 26, 1951, in which you approve and consent to the assignment given by Bemis & Company to Mr. George Bemis as of November 15, 1951 of all moneys hereafter to become due and payable to Bemis & Company in connection with State Highway Contracts No. 3292, Veneta Maintenance Building
3299, Maintenance Bldg. at Jewel, Oregon
3315, Maintenance Bldg. at Eugene, Oregon
3394, Addition to Maintenance Bldg. at Prineville, Oregon

I wish to thank you for these communications. Payment of future amounts to Bemis & Company in connection with these jobs will now be made in conformity with the provisions of the assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mhs

cc: George Bemis
F. Query

11-27-51 gl

COPY

RATHBONE, KING & SEELEY
Insurance Underwriters

310 S. W. Fourth Street
Portland 4, Oregon

November 26, 1951

Oregon State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Peerless Casualty Company Bond No. 97929
Pat Bemis and George Bemis dba Bemis & Company
Contract No. 3394
Building addition at Prineville, Oregon

Gentlemen:

Reference is made to your letter of November 21st, 1951, addressed to Mr. George Bemis wherein you advise that Bemis & Company have assigned to Mr. George Bemis on November 15th, 1951 all moneys hereafter to be paid to Bemis & Co. in connection with State Highway Contract No. 3394 covered by the captioned Bond.

We, Peerless Casualty Company of Keene, New Hampshire, Surety on Contract No. 3394 hereby consent to the Assignment from Bemis & Company to Mr. George Bemis as of November 15th, 1951.

PEERLESS CASUALTY COMPANY

By /s/ Elwyn A. Wride, Attorney-in-Fact

EAW:ft

11-27-51

COPY

RECEIVED
NOV 1951
FOR FILING

[illegible]

[illegible]

November 15, 1951

Miller Lumber Company
821 Wall Street
Bend, Oregon

Attention: Mr. Walter H. Laursen

Gentlemen:

On October 5 you addressed a letter to the Secretary of State in which you stated that one of your customers, Mr. Harry Fissell, had a claim against Bemis Brothers in the amount of $141.42 for labor and materials used on State Highway Contract No. 3394 for construction of an addition to the maintenance building at Prineville. A copy of your letter was forwarded by the Secretary of State to this office, and they advised us that they had suggested that Mr. Fissell file a formal notice of claim.

If Mr. Fissell's claim is still unsatisfied, we also suggest that his claim be filed with the Secretary of State. For his convenience in preparing such a filing, we have attached excerpts from the Oregon Law outlining the necessary procedure. By submitting a filing with the Secretary of State his claim will be protected for a period longer than six months following completion of the contract and acceptance by the Commission. For your information the contract was completed September 26, 1951, and accepted by the Commission October 11, 1951.

If Mr. Fissell's claim has been satisfied, will you kindly advise us so that our records will be clear.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

RECEIVED
NOV 1951
FOR FILING

[illegible]

3394

[illegible]

November 15, 1951

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

We have received a copy of a letter from the Miller Lumber Company, 821 Wall Street, Bend, Oregon, the original of which was addressed to the Secretary of State. In this letter the Miller Lumber Company states that Mr. Harry Fissell, a customer of theirs, has a claim against Bemis and Company in the sum of $141.42 for labor and materials furnished on State Highway Contract No. 3394 for construction of a building addition at Prineville in Crook County.

This information is provided as the Peerless Casualty Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire
Durham & Bates
901 S. W. Washington
Portland 5, Oregon
Bemis & Company
2376 S. E. 45th Street
Portland, Oregon
Mr. George Bemis
Portland Union Stockyards
North Portland, Oregon

RECEIVED
[illegible] 1951
FOR FILING

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

3394

Oct. 9, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of a letter from the Miller Lumber Company. We are advising them to file a formal notice of claim as it is our understanding that such was the intention.

Upon receipt of the notice copies will be forwarded to you as usual.

Very truly yours,

Earl T. Newbry

Secretary of State

WE:M
Enc.

RECEIVED
OCT 10 1951
OREGON
STATE HIGHWAY COMMISSION

COPY

THE MILLER LUMBER COMPANY
921 Wall Street
Bend, Oregon

October 9, 1951

Secretary of State
Salem, Oregon

Gentlemen:

We are writing this letter in behalf of our customer, Mr. Harry Fissell and at the suggestion of Mr. Glaisyer, Secretary of the State Highway Commission.

We furnished Mr. Fissell $107.02 worth of roofing materials on Bemis & Company contract #3394 for extension on State Highway shed, Prineville, Oregon. Mr. Fissell used this material and $34.40 worth of labor on this particular job which he did for Peterson Brothers, 2376 S. E. 45th. Street, Portland, Oregon, who were sub-contractors for Bemis & Company.

It is our understanding from Mr. Glaisyer that with this information you will be able to see that Bemis and Company will pay Mr. Fissell $141.42 which is the amount of his contract and in turn he will pay us $107.02 for material, as Peterson Brothers have not paid the amount.

Very truly yours,

THE MILLER LUMBER COMPANY

By WALTER K. LAURSEN
Walter K. Laursen

WKL:FP

RECEIVED
OCT 10 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT [illegible] 1951
FOR FILING

7-3404

3394

October 5, 1951

Secretary of State
Salem, Oregon

Gentlemen:

We are writing this letter in behalf of our customer, Mr. Harry Fissell and at the suggestion of Mr. Glaisyer, Secretary of the State Highway Commission.

We furnished Mr. Fissell $107.02 worth of roofing materials on Bemis & Company contract #3394 for extension on State Highway shed, Prineville, Oregon. Mr. Fissell used this material and $34.40 worth of labor on this particular job which he did for Peterson Brothers, 2376 S. E. 45th. Street, Portland, Oregon, who were sub-contractors for Bemis & Company.

It is our understanding from Mr. Glaisyer that with this information you will be able to see that Bemis and Company will pay Mr. Fissell $141.42 which is the amount of his contract and in turn he will pay us $107.02 for material, as Peterson B rothers have not paid the amount.

Very truly yours,

THE MILLER LUMBER COMPANY

By Walter K. Laursen
Walter K. Laursen

WKL:FP

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

June 14, 1951

Bemis & Company
2376 S. E. 45th Avenue
Portland 6, Oregon

Gentlemen:

We have your letters, one dated June 6 and the other June 12, concerning the claim of Wallace T. Bird on State Highway Contract No. 3394. We received a statement from Mr. Bird a day or so ago advising that you had paid his claim, and a copy of our letter to the surety so advising was sent to you. Apparently this claim is all cleared up, and we thank you for your interest in keeping us advised.

We are returning herewith the card addressed to you from Mr. Bird.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 6/13/51
Enc.

EAst 7467

"Accuracy Plus Action"

BEMIS & CO.
COMMERCIAL CONTRACTORS
BUILDING & REMODELING

~~[illegible] Avenue~~
~~Portland 6, Oregon~~
Livestock Exchange Bldg.
North Portland, Oregon

June 12, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please find enclosed postcard from Mr. Wallace T. Bird regarding payment in full for labor on the State Highway Building at Prineville, Oregon. The contract No. 33[illegible]4.

Yours truly,

Geo Bemis

GB:bg

REFERRED TO
[illegible]
BY SECRETARY

Send the card back to him & tell him we received some information direct from Bird. HBG

EAst 7467

"Accuracy Plus Action"

2376 S. E. 45th Avenue
Portland 6, Oregon

BEMIS & CO.
COMMERCIAL CONTRACTORS
BUILDING & REMODELING

June 6, 1951

State Highway Commission,
Salem, Oregon

H. B. Glaisyer, Secretary

Dear Sir:

In regards to your letter of June 4, 1951, a check had been mailed to Wallace T. Bird for the amount he claims due him, it was returned to this office marked 'no such address; however, not having heard further from t the man we waited for a better or clearer address than the one on our records. So once more a check has been mailed to the man for the amount due him as claimed and to the address as per his letter to you, so we hope that you will receive a letter stating that this has been paid to the satisfaction of all within a few days.

Sincerely,
Dollie A. Bemis
Dollie A. Bemis, bookkeeper

DB.

RED TO
BY SECRETARY

[illegible]

RECEIVED
FOR FILING

4-3104

3394

Mrs Lewis

June 12, 1951

Mr. Wallace T. Bird
Route 2, Box 303
Prineville, Oregon

Dear Mr. Bird:

We acknowledge with thanks your postal card dated June 9 in which you state that your labor claim against Bemis and Company has been settled.

This claim was in connection with State Highway Contract No. 3394.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HRG:FQ:ehr

NOTED ON CARD

Prineville, Ore.
June 9, 1951

Oregon State Highway Department.

Gentlemen;- This is to inform you that the Labor claim against Bemis & Co. Contractors, of Portland has been settled as of this date.

Thank you for your assistance.

Yours Truly,

Wallace T. Bird

Wallace T. Bird

R.2.Box 303
Prineville, Ore.

REFERRED TO [illegible]
BY SECRETARY [illegible]

RECEIVED
FOR FILING

[illegible]

[illegible]

Mr Lewis

June 12, 1951

Peerless Casualty Company
310 S. W. Fourth Street
Portland, Oregon

Gentlemen:

We have received a card from Wallace T. Bird in which he writes as follows:

> "Gentlemen: This is to inform you that the labor claim against Bemis & Co. Contractors, of Portland has been settled as of this date.(June 9, 1951).

This claim was filed by Mr. Bird on April 20 against State Highway Contract No. 3394 for the construction of a building addition at Prineville. This information is provided as the Peerless Casualty Company appears as surety on the performance bond furnished in connection with the above mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:FQ:ehr

cc Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Bemis and Company
George Bemis
C. W. Enfield

RECEIVED
JUN 8 - 1951
FOR FILING

7-3494

Miss Lewis

June 4, 1951

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

Attached is a copy of a letter from Wallace T. Bird concerning his claim against Bemis and Company on State Highway Contract No. 3394 for a building addition at Prineville.

This information is provided as the Peerless Casualty Company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md
Attach.

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Bemis and Company
2376 S. E. 45th Street
Portland, Oregon

Mr. Geo. Bemis
Livestock Exchange Building
North Portland, Oregon

Mr. C. W. Enfield

RECEIVED
JUN 5 1951
FOR FILING

7-34-1

3394

Mrs Lewis

June 4, 1951

Mr. Wallace T. Bird
Route 2, Box 303
Prineville, Oregon

Dear Mr. Bird:

We have your letter of May 21 regarding your claim against Bemis and Company on State Highway Contract No. 3394 for construction of a building addition at Prineville. We will forward the information you have provided to the contractor and the surety.

We have received a letter from Bemis and Company, dated May 14, advising that your claim had been settled in full. From your letter of May 21, it appears that the claim has not been paid. If it has or when it is paid, will you kindly advise us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

Prineville, Ore.
May,2I 195I

Oregon State Highway Commission
Salem, Ore.

Re; Your letter with reference to my claim against Bemis & Co.

I have a letter from them dated May 4 stating that I would hear from them in a few days. So far I have not heard anything from them.

They seem to insinuate in thier letter that you sent me that I am trying to collect for something that I am not entitled to.I want to make it clear that I do not ask for anything that is not due me.

As stated in my first letter to you and also,in my letter to them I stated that Mr. Lovely paid me $20.00.

If I do not hear from them by the last of this week,I will be compelled to turn the matter over to the State Labor Commission for collection.

Yours truly,

Wallace T. Bird

Prineville, Ore. R.2.Box 303

[illegible]

RECEIVED
MAY 18 1951
FOR FILING

7-3404

3394

May 18, 1951

Mr. Wallace T. Bird
Route 2, Box 303
Prineville, Oregon

Dear Mr. Bird:

On May 14, 1951 we were advised by Bemis & Co. that your claim in the sum of $45.25 for labor performed on the highway building at Prineville, contract No. 3394, has been settled in full.

Will you please verify payment of your claim for our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

7-3404

3394

Mrs Lewis

May 18, 1951

Tum-a-Lum Lumber Company
Walla Walla, Washington

Gentlemen:

This is to acknowledge receipt of your letter which we believe should have been May 16 instead of April 16, in which you state that you have received a check for $389.50 which pays in full your claim for material furnished Bemis & Company on the Prineville Building Addition, State Highway Contract No. 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

GENERAL OFFICE
TUM-A-LUM LUMBER COMPANY
WALLA WALLA, WASHINGTON

[illegible] may

April 16, 1951

3394

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This is to advise you that we received a check today for $389.50 from Bemis & Co., which pays our claim in full for material furnished them on the Prineville Hghw. Comtract for a Building Addn.

We appreciate the assistance you gave us on this claim.

Very truly yours,

Tum-A-Lum Lumber Co.

By: [illegible]
Cr. Mgr.

Filed
BY SECRETARY

usual cc ltrs,
note on card

NOTED ON CARD

RECEIVED
1951
FOR FILING

7-2404

3394

Mrs Lewis

May 18, 1951

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

We have today received a letter from Tum-a-Lum Lumber Company of Walla Walla, Washington, in which they write as follows:

"This is to advise you that we received a check today for $389.50 from Bemis & Co., which pays our claim in full for material furnished them on the Prineville Hghw. Contract for a Building Adan. * * *

The Prineville Building Addition in Crook County is known as State Highway Contract No. 3394.

This information is provided as the Peerless Casualty Company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - Peerless Casualty Company
Home Office

Durham & Bates

Bemis & Company

Mr. Geo. Bemis

Mr. C. W. Enfield

RECEIVED
MAY 14 1951
FOR FILING

[illegible]

[illegible]

May 11, 1951

Mr. Geo. Bemis
3976 N. E. 41st Avenue
Portland 6, Oregon

Dear Mr. Bemis:

As requested in your letter of May 10 we have checked up on the balances due and unpaid on the several Bemis and Company contracts, which amounts are as follows:

			% Complete
3291	Parkdale	None	100
3292	Veneta	773.96	97
3299	Jewell	218.19	99
3311	Fossil	741.01	97
3315	Eugene	631.26	97
3324	Prineville	233.48	75
		$2,527.79	

The last estimate received on any of these jobs is dated December 10, 1950, and any work which has been performed since that time has not yet been reported.

The amount of $2,527.79 shown above consists of retained percentage withheld on the several contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:jmd

BEMIS & CO.

C
O
P
Y

May 10, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Would you please send me the balance due and unpaid on contracts of jobs completed by us, as I may not have the exact figures on some of these jobs. I think all jobs are completed as far as the work is concerned.

Yours truly,

/s/ Geo Bemis

RECEIVED
FOR FILING

7-3404

3394

TWIN OAKS
BUILDERS SUPPLY CO
Wholesale and Retail
Phone 2600 - 669 High Street
Eugene, Oregon

C
O
P
Y

April 27, 1951

State Highway Commission
Salem, Oregon

Gentlemen:

Please be advised that Bemis & Co., who owed us in excess of $2000.00 on February 9th, have paid their account with us in full.

Yours very truly,

TWIN OAKS BUILDERS SUPPLY CO.

/s/ John J. Rogers

JOHN J. ROGERS

JJR:vs

C
O
P
Y

April 26, 1951

Mr. C. E. Luckey
Attorney at Law
872 Broadway
Eugene, Oregon

Re: John J. Rogers et al. v. Pat Bemis,
doing business as Bemis and Company

Dear Sir:

We have been advised by Mr. George Bemis, brother of Pat Bemis, doing business as Bemis and Company, that Mr. George Bemis has paid John J. and C. M. Rogers in full for their claim against Bemis and Company.

We will appreciate being advised as to whether or not the claim which is the basis of the above-entitled action has been paid in full and whether a satisfaction of judgment has been entered in the above action, and whether the notice of attachment of property in the hands of the Highway Commission is still effective.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Cousel

CWE:AKP
cc Mr. W. H. Hawke
Mr. H. B. Glaisyer

FORM E-123X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

RECEIVED
FOR FILING

7-31-4

3394

April 26, 1951

Mr. George Bemis
Bemis Commission Company
Portland Union Stock Yards
North Portland, Oregon

Re: Contracts Nos. 3292, 3299,
3311, 3315, and 3394

Dear Sir:

Enclosed herewith is a list of unpaid claims that have been filed with the Secretary of the State Highway Commission with respect to Contracts 3292, 3299, 3311, 3315, and 3394 between Bemis and Company and the State of Oregon, by and through its State Highway Commission.

I have been advised by the Bridge Department that the work has been completed on Contract No. 3299 and that the contract will be ready for final payment upon receipt of a request from Bemis and Company for a time extension and upon approval thereof. It will be appreciated if you will expedite the making of such request for time extension by Bemis and Company.

So that this office may be advised as to the action that should be taken as to the making of payment upon these contracts, we will appreciate being informed of the status of payment of each of the several claims set forth on the list enclosed herewith.

Yours very truly,

J. M. DEVERS

By

C. W. Enfield
Assistant Counsel.

Enclosure
CWE:AWP
cc Durham and Bates
Bemis and Company
Mr. Cecil Gardiner
Mr. H. B. Glaisyer
Mr. M. H. Hawke

ORM E-123X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

LIST OF UNPAID CLAIMS FILED AGAINST BEMIS AND COMPANY ON 4 CONTRACTS

CONTRACT NO. 3292, VENETA MAINTENANCE BLDG.:

			Balance as of April 20, 1951
8-15-50	Overhead Door Co.	Materials and Labor	$ 900.00
12-9-51	Mercer Steel Co., Inc.	Materials	292.92
12-11-50	Al Clements Lumber Co.	Materials	751.73
2-23-51	Smithwock Concrete Products	Haydite Blocks	2,055.46
1-16-51	L. R. Kibbe	Painting	366.00
2/12-51	A. V. Lusby	Labor & Materials (6% int. from 1/31)	293.18
2/12/51	F. E. Baker	Plumbing	130.00
2-14-51	Eugene Sand & Gravel Co.	Material	714.45

CONTRACTS NO. 3299, JEWELL MAINTENANCE BLDG.:

There are no outstanding claims of record

CONTRACT NO. 3311, FOSSIL MAINTENANCE BLDG.:

1-16-51	Kinzua Pine Mills Co.	Lumber	237.35
4-13-51	Mac's Electric	Electrical work	265.00

CON~~S~~TRACT NO. 3315, EUGENE STORAGE MAINTENANCE BLDG.:

12/23-51	L. R. Kibbe	Painting	348.00
2-5-51	West Pacific Sales Co.	Material	230.81
2-14-51	Eugene Sand & Gravel Co.	Material	332.20

CON~~S~~TRACT NO. 3394, ADDITION TO PRINEVILLE MAINTENANCE BLDG.:

1/22/51	Tum-a-Lum Lumber Co.	Material	(As of April 23, 1951) 329.50

RECEIVED
APR [illegible] 1951
FOR FILING

7-3404

3394

Mrs Lewis

April 25, 1951

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

Attached hereto is a copy of a letter from Wallace T. Bird in which he states that Bemis and Company owe him $45.25 for labor which he performed on the building addition at Prineville, State Highway Contract No. 3394.

This information is provided as the Peerless Casualty Company appears as surety on the performance bond which was furnished with Contract 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md
Attach.

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire
Durham & Bates
901 S. W. Washington
Portland 5, Oregon
Bemis and Company
2376 S. E. 45th Street
Portland, Oregon
Mr. George Bemis
Portland Union Stockyards
North Portland, Oregon
C. W. Enfield

RECEIVED
APR 2[illegible] 1951
FOR FILING

7-34.4
3394

Mrs Lewis

April 25, 1951

Mr. Wallace T. Bird
Route 2, Box 303
Prineville, Oregon

Dear Mr. Bird:

We have your letter of April 20 in which you state that Bemis and Company owe you the sum of $45.25 for labor which you performed on the Highway building in Prineville. This job is known as State Highway Contract No: 3394 for construction of a building addition at Prineville in Crook County. The contract was awarded to Bemis and Company, 2376 S. E. 45th Street, Portland, and to date has not been completed or accepted by the State Highway Commission. Peerless Casualty Company through their agent, Durham and Bates, 901 S. W. Washington, Portland 5, furnished the performance bond for this contract. This bond assures satisfactory completion of the work and payment of all labor and material bills incurred in connection with the contract.

The State does not enter into the matter of determining the correctness or validity of claims filed against contractors and it does not pay claims through the Highway office. We do, however, keep a record of all claims received and also notify the surety and the contractor that they have been filed. Final payments on contracts are usually held up by this office until we are advised that all claims have been satisfactorily settled.

It is our understanding that George Bemis, whose address is Portland Union Stockyards, North Portland, Oregon, has been paying some of the bills incurred by Bemis and Company. We will also advise him that your claim has been received.

If you feel it necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing we have attached excerpts from the Oregon Law outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

[illegible] CARD

REFERRED TO
H B Glauger
M. H. Hawke, Auditor

Prineville, Ore.

April 20, 5I.

3394

State Highway Dept. Salem, Ore.

Gentlemen;

Iwas employed on March 20 by Mr. Lovely, who is foreman for Bemis and Company, Contractors of Portland, to work on the state Highway Building in Prineville. I finished the work that he told me to do, but sofar I have not reveived all my pay. Icalled theiroffice in Portland, and wrote them a latter giving them my time, but so far have not received any reply from them. Would it be possible for me to collect through your office?

My S.S.A. is 528-09-5958
Ihave I exemption in addition to myself.
Time worked 29 hours at $2.25 per hour.
Earnings $65.25 less #20.00 paid me by Mr. Lovely.
If you can do anything about this I will appreciate it.

Yours very Truly

Wallace T. Bird
Wallace T Bird
R.2. Box 303 Prineville,
Ore.

Query
prepare usual letters
record on card.
give Supv. a memo.

RECEIVED
APR 24 1951
FOR FILING

7-34.4

3394

GENERAL OFFICE
TUM-A-LUM LUMBER COMPANY
WALLA WALLA, WASHINGTON

April 20 30, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This is to advise you that we received a check for $300.00 on April 14th. from Bemis & Company, to apply on our claim against them for material furnished on the Prineville Hghw. Contract for a building addition.

This leaves a balance due of $389.50.

Very truly yours,

Tum-A-Lum Lumber Company

By:
Credit Manager

RECEIVED
APR 23 1951
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Mrs Lewis
BY SECRETARY

note on card

NOTED ON CARD
4-23-51

RECEIVED
FOR FILING

7-24-51

3394

mrs Lewis

April 10, 1951

Mr. A. B. DeJoode
P. O. Box 385
Prineville, Oregon

Dear Mr. DeJoode:

We acknowledge with thanks your note received today advising that your claim against Bemis and Company in the amount of $70.00 has been paid in full. This claim was filed in our office in connection with the contractor's operations on construction of a building addition in Prineville, State Highway Contract 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

10-50

COMMISSIONERS
EN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

April 3, 1951

Mr. A. J. DeJoode
P. O. Box 385
Prineville
Oregon

3394

Dear Sir :

The records of the State Highway Commission reveal that you have filed a claim against Bemis and Company for labor furnished in painting on the building addition at Prineville, said claim being in the amount of $70.

The Highway Commission has been informed that arrangements have been made for payment of all claims against the Bemis and Company jobs, and I am writing to you to inquire whether or not your claim has been satisfied in full. An early reply will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

Dear Secretary
My claim has been paid in full.

A.B.DeJoode

NOTED
H. B. GLAISYER

RECEIVED
FOR FILING

7-3404

3394

Mr Lewis

April 10, 1951

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

We have today received a note from A. B. DeJoode advising that his claim in the sum of $70.00 against Bemis and Company has been paid in full.

The claim was received in our office on November 4, 1950, for painting on the building addition at Prineville, State Highway Contract 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Bemis and Company
2376 S. E. 45th Street
Portland, Oregon

Mr. George Bemis
Bemis Commission Company
Portland Union Stockyards
Portland, Oregon

RECEIVED
APR 1[illegible] 1951
FOR FILING

GENERAL OFFICE
TUM-A-LUM LUMBER COMPANY
WALLA WALLA, WASHINGTON

7-3404
3394

April 4, 1951

3394

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In reply to your letter of April 3rd, in regard to our claim against Bemis & Company:

We wish to advise you that we have not received payment from this company, for material furnished them in connection with Highway Contract for building addition at Prineville.

The amount of our claim is $689.50.

Yours truly,

TUM-A-LUM LUMBER CO.

F. C. Connett

Credit Manager

NOTED
H. B. GLAISYER

tC:GE

REFERRED TO Miss Lewis
BY SECRETARY

[illegible]

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APR 5 1951
OREGON
STATE HIGHWAY COMMISSION

3394

RECEIVED
[illegible] 1951
FOR FILING

7- [illegible]

[illegible]

April 3, 1951

Mr. A. J. DeJoode
P. O. Box 385
Prineville
Oregon

Dear Sir :

The records of the State Highway Commission reveal that you have filed a claim against Bemis and Company for labor furnished in painting on the building addition at Prineville, said claim being in the amount of $70.

The Highway Commission has been informed that arrangements have been made for payment of all claims against the Bemis and Company jobs, and I am writing to you to inquire whether or not your claim has been satisfied in full. An early reply will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

NOTED ON CARD

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[illegible]
FOR FILING

[illegible]

[illegible]

April 3, 1951

Tum-a-Lum Lumber Co.
Walla Walla
Washington

Gentlemen:

The records of the State Highway Commission reveal that you have filed a claim against Bemis and Company for material furnished them in connection with a highway contract for a building addition at Prineville, said claim being in the amount of $689.50.

The Highway Commission has been informed that arrangements have been made for payment of all claims against the Bemis and Company jobs, and I am writing to you to inquire whether or not your claim has been satisfied in full. An early reply will be appreciated.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

[illegible] ON CARD
[illegible]

RECEIVED
APR [illegible] 1951
FOR FILING

7-3404

3394

April 9, 1951

Mr. C. E. Luckey
Attorney at Law
Suite 309 I.O.O.F. Bldg.
Eugene, Oregon

Dear Mr. Luckey:

The records of the State Highway Commission reveal that sometime ago Twin Oaks Builders' Supply Company attached monies owing to Bemis and Company for work performed under several highway contracts, particularly construction of buildings at Veneta, Eugene, Jewell, Fossil and Prineville, the total of their claim being $1,971.80.

I have been informed that the claim has been satisfied and the attachment released. Will you please write me and verify the information if it is correct.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HHO:gl

RECEIVED

FILING

7-34-4

3394

Salem, Oregon
March 6, 1951

E. H. Hawke
Auditor

I attach a copy of my letter to you, dated January 4,1951, in which I requested that you hold up all payments on Bemis and Company's contracts until further advised due to attachment which has been served in this office by the Twin Oaks Builders' Supply Co.

The purpose of this note is simply to clarify any misunderstanding which you may have as to what was intended. The instructions are to apply to payments in connection with all the Bemis and Company Contracts, Nos. 3292, 3299, 3311, 3315 and 3394.

Please continue to withhold payments until further advised by this office. Thank you.

Secretary

EMG:gl

Encls.

C
O
P
Y

Salem, Oregon
January 4, 1951

E. H. [illegible]
Auditor

This is to confirm our telephone conversation of December 4 in which you were requested to hold up all payments to Bemis & Company due to a writ of attachment served in this office by the Twin Oaks Builders Supply Company.

Please hold up all payments on Bemis & Company contracts until further advised.

Secretary

FAQ/fm

26M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 2, 1951

C O P Y

Mr. Denver Young
Marion County Sheriff
Salem, Oregon

Re: John J. Rogers, et al
v.
Pat Bemis

Dear Mr. Young:

This letter is written in reponse to the writ of attachment and notice of attachment in the above-entitled case served upon Mr. H. B. Glaisyer, Secretary for the Oregon State Highway Commission on December 4, 1950.

You are advised that Pat Bemis, doing business as Bemis and Company, presently is engaged in construction work for the State Highway Commission under five contracts, bearing numbers as follows: 3292, 3299, 3311, 3315, and 3394. None of these contracts have been completed and no estimates are presently payable upon any of the five contracts, and the Commission's Auditor is now holding in the form of holdbacks the sum of $2,527.79, which sum, together with additional holdbacks, will be payable to the contractor upon completion of the several jobs.

Highway funds are declared by law to be trust funds, and monies due a contractor upon contract with the Commission cannot be assigned or otherwise employed if such would jeopardize claims of laborers and materialmen who have furnished labor or materials in the accomplishment of the contract with the State. If the claim involved in this suit, and for which the attachment is made, is for labor or materials furnished in connection with the above contracts, then at least a part of the funds in the custody of the Commission are subject to such attachment to the extent of the amount of the claim with respect to the particular contract, but if the claim is unrelated to the job, then the only money earned by the contract which would be subject to the attachment would be that money in excess of the claims of materialmen and laborers in connection with the particular contracts.

We have advised our Auditor to withhold from final settlement sufficient money to cover the amount of this claim until it can be determined whether the plaintiff has a right to money earned under the contract.

Yours very truly,

J.M. DEVERS
By
C.W. Enfield, Assistant Counsel

NOTED ON CARD
1-2~~1~~-51
gl

cc - H. B. Glaisyer
M. H. Hawke

CWE:avh

RECEIVED
1951
FOR FILING

7-3404

3394

Mrs Lewis

January 25, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of January 22nd to which was attached three copies of a claim filed with your office by Tum-A-Lum Lumber Company against Bemis and Company.

This claim was in the sum of $689.50 for lumber and materials furnished on State Highway Contract No. 3394, your file No. 3257.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 22, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Tum-A-Lum Lumber Company and filed as of this date their notice of claim for lumber and other construction materials, in the sum of $689.50, against the bond taken from Bemis Construction Company, principal, Peerless Casualty Company, surety and Durham and Bates, agent, for the work of State Highway Contract No. 3394, Building Addition at Prineville, Crook County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
JAN 23 1951
OREGON
STATE HIGHWAY COMMISSION

1-23-51, JK

Mrs Lewis

January 25, 1951

Peerless Casualty Company
Rathbone, King and Seeley
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the Tum-A-Lum Lumber Company, Walla Walla, Washington against Bemis and Company. This claim is in the sum of $689.50 for materials furnished the contractor in connection with his operations on a building addition at Prineville in Crook County.

This information is provided as the Peerless Casualty Company appears as surety on the performance bond furnished in connection with State Highway Contract 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Bemis and Company
2376 S. E. 45th Street
Portland, Oregon

COPY

GENERAL OFFICE
TUM-A-LUM LUMBER COMPANY
WALLA WALLA, WASHINGTON

January 18, 1951

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Tum-A-Lum Lumber Company has a claim for lumber and other construction materials, furnished from their Prineville branch yard, in the sum of Six hundred eighty-nine dollars and fifty cents ($689.50), against the bond taken from Bemis Construction Company, Peerless Casualty Company; whose Agent is Durham and Bates, 901 S. W. Washington, Portland , 5, Oregon. For the work of State Highway Contract No. 3394, Building Addition at Prineville, Crook County, Oregon.

Copy of itemized statement attached.

Yours truly,

TUM-A-LUM LUMBER CO.

T. C. CORNETT, JR.

T. C. Cornett, Jr.
Credit Manager

TC:GE

Endorsed
File No. 3257
Filed, Jan. 22, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING
[illegible]
[illegible]

C. E. Luckey
Lawyer
Suite 309 I.O.O.F. Bldg.
87 East Broadway
Eugene, Oregon
Tel. 4-1437

January 16, 1951

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

C O P Y

Re: John J. Rogers, et al., Pat Bemis

Dear Mr. Glaisyer:

The letter of Mr. C. W. Enfield, Assistant Counsel, to Mr. Denver Young, Marion County Sheriff, relating to the above entitled cause has been referred to me as attorney for John J. Rogers, et al., Plaintiff.

I have checked with the Plaintiff and find that his complaint is for an account stated for materials furnished in connection with storage maintenance shop job at Eugene, Oregon your contract No. 3315.

Therefore we respectfully request that the writ of attachment and notice of attachment in the above entitled case served upon Mr. H. B. Glaisyer, Secretary of the Oregon State Highway Commission, on December 4, 1950, be considered in light of the Plaintiffs furnishing the materials under Contract 3315, Storage Maintenance Shops at Eugene, Oregon.

Any monies due the contractor over and above the amounts necessarily held in trust under other contracts in the event that the amount available under 3315 be not sufficient we request be made subject to the attachment of the Plaintiff, and we would be appreciative of your advising us as to the approximate date a portion of these funds may be released to the Court under the attahcment.

The Defendant has filed no answer and the time has long since expired and we have this date taken a default judgment against the Defendant.

Restpectfully yours,

C. E. Luckey (signed)
Attorney at Law.

CEL:meg
CC:C. W. Engield
M. H. Hawke

C O P Y

Original Letter filed in Contract No. 3315
20-3417

RECEIVED
NOV 14 1950
FOR FILING

7-2404

3394

3394

Mrs Lewis

November 13, 1950

Tum-a-Lum Lumber Co.
Walla Walla, Washington

Gentlemen:

We have your letter of November 10 advising that the Bemis Construction Company owes your firm the sum of $674.50 for material furnished for the building addition at Prineville, Crook County, Oregon. This job is known as State Highway Contract 3394 which was awarded to Bemis and Company but has not yet been completed. Peerless Casualty Company whose agent is Durham and Bates, 901 S. W. Washington, Portland 5, furnished the performance bond on this contract. This bond assures satisfactory completion of the job and payment of all just labor and materials bills incurred in connection with the job. Your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

If you feel it is necessary to protect your claim for a period longer than six months following completion and acceptance of the contract it is suggested that you file this claim with the Secretary of State. To help you in preparing such a filing there is attached an excerpt from the Oregon Laws outlining the required procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

11-13-50 J

GENERAL OFFICE

TUM-A-LUM LUMBER COMPANY

WALLA WALLA, WASHINGTON

November 10, 1950

3394

State Highway Department
Salem, Oregon

Gentlemen:

The Bemis Construction Company at 2376-S.E. 45th, Portland, Oregon, still owe us a balance of $674.50 for material furnished them on State Highway Commission job at Prineville, Oregon.

Will you please advise us if they have received settlement on this job.

Yours truly,

TUM-A-LUM LUMBER CO.

Tom Cornett

Credit Department

TC:GE

RECEIVED
NOV 13 1950
OREGON
STATE HIGHWAY COMMISSION

[illegible]D ON CA[illegible]

11-13-50 gC

Mrs Lewis

November 13, 1950

Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Gentlemen:

We have received a letter from Tum-a-Lum Lumber Company, Walla Walla, Washington, advising that Bemis Construction Company owes them a balance of $674.50 for material furnished on the building addition job at Prineville. This, apparently, is in connection with State Highway Contract No. 3394 awarded to Bemis and Company on August 22, 1950.

This information is furnished as the Peerless Casualty Company appears as surety on the bond furnished in connection with Contract 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

KAG:md

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Bemis and Company
2376 S. E. 45th Street
Portland, Oregon

NOTED ON CARD

11-13-50 mj

RECEIVED
NOV 13 1950
FOR FILING

3-74

Mrs Lewis

7-[illegible]

3394

November 8, 1950

Mr. A. B. DeJoode
P. O. Box 385
Prineville, Oregon

Dear Mr. DeJoode:

This is to acknowledge your letter of November 4 concerning a claim you have against Bemis and Company in the amount of $70.00 for labor furnished in painting on the building addition at Prineville. This job is known as State Highway Contract 3394 with Bemis and Company for construction of a building addition to the maintenance headquarters at Prineville. Peerless Casualty Company furnished the performance bond with this contract. Their agent is Durham and Bates, 901 S. W. Washington, Portland 5. This bond assures not only completion of the contract but the payment of all material and labor bills incurred in connection with it. The contract to date has not been completed.

In the event that you wish to protect your claim for a period longer than six months following completion and acceptance of the job, it is suggested that you file your claim with the Secretary of State. For your assistance in preparing such a filing there is attached an excerpt from the Oregon Laws outlining the necessary procedure.

Your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

Prineville Oregon
11-4-50

3394

RECEIVED
NOV - 8 1950
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
319 State Office Building
Dear Sir,

I was asked and agreed to paint + trim the part of the Prineville Maint Shed that was built by Bemis & Co Commercial Contractors on Contract. Myself and a helper was to recieve $\$3.^{50}$ per hr. and worked a total of 20 hrs for the 3 coats of paint required or a total of $\$70.^{00}$

Have wrote Bemis two letters asking him for pay and haven't had any responce so am asking you for advice. Waiting for a reply I remain.

Respectfully yours
A. K. Le Jorde
P.O. Box 385
Prineville Ore

P.S. the dates of labor are
9-23-50 — 8 hrs
9-24-50 — $6\frac{1}{2}$ hrs } 3^{50} Per hr.
9-25-50 — $3\frac{1}{2}$ hrs
9-28-50 — 2 hrs.

CEIVED
OV 1 3 1950
OR FILING

Mrs Lewis

November 8, 1950

Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Gentlemen:

We have received a letter dated November 4 from A. B. DeJoode, P. O. Box 385, Prineville, Oregon, advising that Bemis and Company owes him $70.00 for 20 hours labor furnished to perform painting on the building addition at Prineville. This is State Highway Contract 3394 which was awarded to Bemis and Company on August 22, 1950. Mr. DeJoode advises that he has written two letters to the contractor but has received no reply.

This information is furnished as the Peerless Casualty Company appears as surety on the bond provided in connection with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:ad

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Bemis and Company
2376 S. E. 45th Street
Portland, Oregon

NOTED ON CARD
11- [illegible]

Mrs Lewis

RECEIVED
NOV 9 - 1950
FOR FILING

7-34[illegible]

3394

November 7, 1950

Ochoco Hardware
227 West Third Street
Prineville, Oregon

Gentlemen:

We acknowledge with thanks your letter of November 4 advising that Bemis and Company have paid your claim in the amount of $95.27. This claim is in connection with State Highway Contract 3394 for addition to a building at Prineville received in this office September 28, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

PHONE 6241

"WE WANT YOUR BUSINESS AND TRY TO DESERVE IT"

OCHOCO HARDWARE

227 EAST THIRD STREET
PRINEVILLE, OREGON

November 4, 1950

3394

Oregon State Highway Commission
Salem, Oregon

Attn; Mr H. B. Glaisyer

Gentlemen:

With reference to a letter we wrote you on September 28, 1950 regarding The Bemis & Company of Portland, Oregon.

This is to inform you that we have received pavment of $95.27 from the above company.

We wish to thank you for you help in helping us clear up this matter.

Very truly yours

Ochoco Hardware

D. L. Van Dusen
Donald L. Van Dusen

[illegible]

...D TO
BY SECRETARY

NOTED BY [illegible]

RECEIVED
NOV 9 - 1950
FOR FILING

File
[illegible]

7-3404

3394

November 7, 1950

Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Gentlemen:

We have received a letter from Ochoco Hardware, dated November 4, advising that Bemis and Company have paid their claim in the amount of $95.27. This claim was received in our office on September 28, 1950, and pertains to State Highway Contract 3394 for construction of a building addition at Prineville in Crook County.

This information is provided as the Peerless Casualty appears as surety on the bond furnished in connection with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington Street
Portland 5, Oregon

Perkins Bros.
8535 S. E. Stark Street
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 17 1950
FOR FILING

7-3404

3394

Mrs Lewis

October 4, 1950

Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Gentlemen:

We have received a letter from Ochoco Hardware, 227 East Third Street, Prineville, advising that Bemis and Company owe them $95.27 for hardware furnished the contractor in his work on the plumbing items at Prineville, Crook County, State Highway Contract 3394. Their letter also states that a number of NSF checks were left in the vicinity and that they hold one in the amount of $50.00.

This information is provided as the Peerless Casualty Company appears as surety on the bond executed in connection with Contract 3394.

Very truly yours

OREGON STATE HIGHWAY COMMISSION.

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington
Portland 4, Oregon

Bemis and Company
2376 S. E. 45th Street
Portland, Oregon

RECEIVED
OCT 17 1950
FOR FILING

7-3494

3394

Mrs Lewis

October 4, 1950

Ochoco Hardware
227 East Third Street
Prineville, Oregon

Attention: Mr. Donald L. Van Dusen

Gentlemen:

Your letter of September 28 addressed to the Board of Control has been referred to this office for reply. You submitted with your letter an itemized list of materials furnished Bemis and Company in the sum of $95.27 in connection with their construction of a building addition in Prineville, Crook County, which apparently is State Highway Contract 3394. You also mentioned the matter of several N.S.F. checks left in the vicinity. Your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

The Peerless Casualty Company furnished a performance bond to Bemis and Company in connection with Contract 3394. Their agent in this bond is Durham and Bates, 901 S. W. Washington, Portland 5. The bond is provided to assure satisfactory completion of the project and also to assure payment of bills incurred in connection with the contract.

This contract has not yet been completed but the completion date is set for December 31, 1950.

If you feel that it is necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing there is attached an excerpt from the Oregon laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

OREGON STATE BOARD OF CONTROL
SALEM

OFFICE OF SECRETARY

MEMBERS
DOUGLAS McKAY, GOVERNOR
EARL T. NEWBRY
SECRETARY OF STATE
WALTER J. PEARSON
STATE TREASURER
ROY H. MILLS
SECRETARY

October 2, 1950

Ochoco Hardware
227 East Third Street
Prineville, Oregon

3394

Gentlemen:

We have your letter of September 28th advising that Bemis & Company, of Portland, have not paid you for material purchased for the State Highway Maintenance Building at Prineville.

These bills are paid by the State Highway Department, consequently, we are forwarding your letter to Mr. H. B. Glaisyer, Secretary of the State Highway Commission.

Yours very truly,

Roy H. Mills
Secretary

RHM:MM

✓ cc - Highway Department
Att: Mr. Glaisyer

"WE WANT YOUR BUSINESS AND TRY TO DESERVE IT"

PHONE 6341

OCHOCO HARDWARE
227 EAST THIRD STREET
PRINEVILLE, OREGON

September 28, 1950

Oregon State Board of Control
Purchasing Department
Salem, Oregon

Gentlemen:

This is to inform you that the Beris & Co. of Portland, Ore. has purchased the attached itemized list of material from us to be us on the State highway maintenance building here in Prineville.

In view of the fact that this Co. left here not paying their board bills, and left several N.S.F. checks in this vicinity, we are presenting our bill to you inhopes that you will not pay them until this matter of checks, of which we have one in the amount of $50.00. has been cleared.

Thanking you in advance for your cooperation in this matter we remain,

Very truly yours

Ochoco Hardware

Donald L. Van Dusen

Donald L. Van Dusen

"We Want Your Business and Try To Deserve It"

OCHOCO HARDWARE

227 East Third Street
Prineville, Oregon

PRINEVILLE, OREGON September 28, 19 50

Bemis & Company

2376 S. E. 45th St. Portland, Oregon

Itemized statement of account due us for material furnished to Bemis & Co. for material used on Maintenance building, property of Oregon State Highway commission, Prineville, Ore.

9-8-50	Rentof jack hammer		12.00
9-13-50	1-only rule		.90
	1-only trowel		4.00
9-18-50	1-only 9/16 ship auger		1.90
	36-3/8 X 6 carr. bolts		2.62
	3-washers		.18
	1-plug		,45
9-19-	16-dbl. track hangers	@1.05	16.80
	2-sets door hangers	@3.30	6.60
	48-ft. track for door	@.33 pr. ft.	15.84
	2-stay rollers	@2.25	4.50
9-21	30-lbs #3 nails, shingle	.18	5.40
	30-ft. ridge row	.18	5.40
	26-7/16 X 6½ mach bolts	@13.16	3.42
	26-washers		.20
	1-qt. all purpose blk. paint		1.65
9-22	6¼-lbs.5/8 washers		1.70
	2-boxes corr, fasteners	@.30	.60
	1-can putty		.20
9-23	12-7/16 X 7½ mach. bolts		1.73
	2-cold chisels	@.20	.40
	1-shingle hatchet		4.00
	3-lbs. putty	@.15	.45
	2-razor blade scraper	@.25	.50
	3-½ X 12 carr bolts	@.22	.66
	1-3/8 X 2 lag bolt		.04
	3-½ X 14 mach. bolt	@.25	.75
	4-sash lifts	.@15	.60
	4-lag. shields	.@20	.80
	4-3/8 X 2" lag	4.43	.18
	2-gate hooks		.30
	6-lag screws	.04	.24
	2-lbs. nails	@.13	.26
	~~TOTAL~~ total		95.27

Terms: Payable on 10th of month following purchase. Interest at 8 per cent charged on past due accounts.

RECEIVED
SEP 27 1950
FOR FILING

7-2404

3394

September 26, 1950

Bemis & Co.
2376 S. E. 45th St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3394, which was awarded to you on August 22, 1950 by the State Highway Commission, covering Building Addition at Prineville, Oregon in Crook County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

Recorded

RECEIVED
AUG 29 1950
FOR FILING

7-3404

3394

August 25, 1950

Bemis and Company
2376 S. E. 45th
Portland, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract No. 3394 for construction of an extension to the existing frame maintenance building at Prinsville in Crook County. This award was based on your low bid of $3,177.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
G. S. Paxson

RECEIVED
AUG 25 1950
FOR FILING

C
O
P
Y

Salem, Oregon
June 26, 1950

Mr. I. A. De France

Attached is a yellow copy of a rough draft of a letter to the Commission, relative to the construction and financing of buildings at Flora, Prineville and Mitchell. This was started with one building at Flora, with several subsequent additions thereto. The letter report to the Commission has been revised and simplified from the above.

At any rate, you will notice from the pencil notations we are asking for $15,000 in addition to the $23,000 first mentioned to finance Flora, Mitchell, and Proneville. Therefore, Prineville and Mitchell, limited to $8,000. This latter amount is a part of and included in the $23,000 in the approved budget for Ochoco Summit Station.

W.W.Stiffler

WWS:er

Encl.

FORM E-30 25M 1-50 37838

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1950

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

We estimate $4,000 to be the cost of extending the Prineville Maintenance Building 24 feet on one end.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

4000
4000
8000
1500 Rev. & Adj to Grounds
9500

GSP:gm

cc E. A. Collier

NOTED
[illegible]

NOTED
W. W. STIFFLER

RECEIVED
[illegible] 3 1950
FOR FILING

Maint
Bldg. & Yd.

7-2407

Salem, Oregon
May 31, 1950

Mr. G. S. Paxson

The next public meeting by the Highway Commission wherein bids for construction projects will be considered is July 10-11. However, the Commission contemplate an auxiliary meeting during the month of June, for which no date has been set.

Included in our 1950 budget we have $23,000 for the construction of an equipment storage headquarters at the summit of the Ochoco Highway (new route) between Mitchell and Prineville, and to cover the moving of four cabins from our present headquarters to the new.

Mr. Chandler and Mr. Collier believe that it will not be necessary to establish a headquarters at the summit, but prefer to increase our storage facilities at both Mitchell and Prineville to take care of additional equipment.

Mr. De France has recommended that the Prineville maintenance building be extended with two additional storage bays, and that the Mitchell building be extended 32 feet on the long axis (doors in each end) for a total estimated cost of $10,000.

Before referring this issue to the Commission, we would like to have your confirmation of the estimated cost of both projects;

An early reply would be appreciated.

W. W. Stiffler

WWS:er

RECEIVED

FOR FILING

FORM E-30X 15M 5-49 31606

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1950

SUBJECT: Ochoco Summit Maintenance Headquarters

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

In the 1950 Maintenance Station Improvement Budget, there was an item covering the construction of a standard maintenance station at Ochoco Summit adjacent to the newly constructed highway in the amount of $15,000, and a second item covering the construction of one new house and the moving of four cabins from the old maintenance station - $8,000.

Since the budget was prepared, the matter has been given considerable study and it now appears that it will bepossible and economical to eliminate the Ochoco Summit maintenance crew and divide the new section between the Prineville and Mitchell section crews.

This plan would permit us to cancel both of the Building Improvement items listed above; however, we anticipate that additional equipment and additional men would be needed at Prineville + Mitchell. As a tentative plan, it appears that two additional bays should be added to the maintenance station at Prineville, likewise our building at Mitchell should be extended 32 feet, providing storage space for two additional trucks at each station. We estimate that the construction of this additional storage space plus adjustments in driveways and grounds will cost approximately $10,000. May we have authority to proceed with the preparation of plans for these two building extensions so that bids may be called for construction at the next Highway Commission meeting.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

9-3309 Lava Caves State Park Latrine 1950

#3395

RECEIVED
[illegible] 1950
FOR FILING

9-3309

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 30, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3395	2-final	Swendig & Son	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
19679	R-4957	1,107.05	11/29/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Oct. 31, 1950

Time Extensions: None required

Completion Date: Oct.31, 1950

Date Accepted: Nov. 9, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 11-30-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 1 1950

RECEIVED
NOV 14 1950
FOR FILING

[illegible]

November 14, 1950

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20
California

Gentlemen:

Please be advised that State Highway Contract No. 3395, covering construction of Lava Caves State Park latrine in Deschutes County, has been completed by the contractor, Swendig & Son, and that final payment in the amount of $1,107.05 will be made on or after November 24, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $2,538.54, and that no force account work was performed on the project. This contract was completed October 31 and accepted by the Commission November 9, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. George J. Campbell
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

11-14-50

RECEIVED
OCT 4 1950
FOR FILING

9-3307

3395

October 3, 1950

Swendig & Son, Contractor
522 7th St.
Redmond, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3395 which was awarded to you on August 22, 1950 by the State Highway Commission, for construction of Lava Caves State Park Latrine in Deschutes County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/3, gl

RECEIVED
AUG 28 1950
FOR FILING

9-3309

3395

August 25, 1950

Swendig and Son
Redmond, Oregon

Gentlemen:

The State Highway Commission on August 22nd awarded you Contract No. 3395 for construction of a latrine at Lava Caves State Park on The Dalles-California Highway in Deschutes County. This award was based on your low bid of $2,493.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
G. S. Paxson

FI-174(8) Viento Park-Wygant Park Sec., 1950
Columbia River Hwy.
#3396

Salem, Oregon December 2, 1952

STATE OF OREGON

To Union Pacific Railroad Company, Dr.

Omaha 2, Nebraska

Project Viento Park-Wygant Park

Highway Comm. Agreement No. RR363

Sub-Division No.

Ry. Company's Agreement No. Audit 74534

Estimate No. 3-Final (Post)

Period Covered 10-50 - 8-51

Prefix & Acct. No. 14-1009

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice No. 511192	6,982.29	6,982.29	-0-
Invoice No. 592365	66.49	-0-	66.49
Totals	7,048.78	6,982.29	66.49
Retained No %	-0-	-0-	-0-
Total Payments	7,048.78	6,982.29	66.49

Pay This Estimate $ 66.49

Computed by ______ Checked by ______

Approved Field Engr. ______

Previous Voucher No. ______

Approved:

EAG

Bridge Office Engineer

FORM E-30X 29M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon.
November 26, 1952

SUBJECT: Railroad Company Bill
Viento Park - Wygant Park Section.

To:

Mr. W.E. Chandler,
Division Engineer,
Bend, Oregon.

RECEIVED
NOV 28 1952
OFFICE OF
DIVISION ENGINEER
BEND, OREGON

Dear Sir:

Herewith all three copies of Union Pacific Company 's Bill No. 592365 wh which Mr. C.A. Gardner had sent to L.V. Blickenstaff for approval.

The bill applies to the Viento Park - Wygant Park Section, completed August 2, 1951.

Very truly,
A.V. Benedict
A.V. Benedict
Resident Engineer.

RECEIVED
DEC 2 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

5-51-100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 592365
MONTH'S ACCOUNT SEP 1952
JF DEPT. NO. 6881
DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR final cost statement in connection with temporary and permanent changes in signal and communication lines, right of way fences, signs, signals and other Railroad facilities. Furnish engineering inspection, watchman and flagman service at M.P. 55.5 to M.P. 57.2 near Meno, for the State of Oregon, account relocation of Columbia River Highway, in accordance with Contract Audit #74534 dated June 30, 1950, and G.A.M. #299. Our WO-S-2834 OW.

Final Billing

Detail Attached 66 49

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements at Omaha, Nebraska.

O.K. Nov. 26 1952
[illegible] ENGR.
APPROVED Dean Swift
14-1007 284 $66 49

UNION PACIFIC RAILROAD COMPANY

Final cost statement in connection with temporary and permanent changes in signal and communication lines, right of way fences, signs, signals and other Railroad facilities. Furnish engineering inspection, watchman and flagman service at M.P. 55.5 to M.P. 57.2 near Meno, for the State of Oregon, account relocation of Columbia River Highway in accordance with Contract Audit #74534 dated June 30, 1950, and G.A.M. #299. Our W.O. S-2834 OW.

April 1952
Motor Car Rental
Vo. #172435 M.J. Goss Motor Co.
Adjustment of Rental Rates of Car #5 used by Engineer Inspector from March 17, 1951 to March 1, 1952. Originally paid on daily basis now paid according to accrued mileage as per Contract #65876 between Union Pacific Railroad Company and M. J. Goss Motor Company.

Starting Mileage	9,818
Mileage March 1st	41,845
Total Mileage	32,027

32027 miles at 10¢ per mile				3,202.70	
Previous charges - daily basis additional charge due to difference between charges for use of Car No. 5 on daily basis and revised mileage.				2,625.00	
				577.70	
Total rent for Car #5 on daily basis			2625.00		
" " " Car #5 this job as billed on BC #511192 - Oct. 1951			255.00 ✓		
W.O. S-2834 portion - $\frac{255.00}{2625.00}$ or 9.71429%					56.12 ✓
Time to Compile -					
Work Order Clerk	3 hrs. @mo.	328.46	5.86		
Bill Examiner	1 hr. @ mo.	338.46	2.01		
Comptometer Operator	15 Min."	283.46	.42		
Typist	30 min."	290.46	.86		
			9.15		
Vacation Allowance 3%			.27		
RRR & UI Tax year 1952 - 6% of 9.15 = .27			.57	9.99	
Insurance					
Bodily Injury	½% of 9.42		.05		
Property Damage	½% of 9.42		.05		
Workman's Compensation	3% of 9.42		.28	.38	10.37
				Accts. Recoll.	66.49

RECEIVED

FOR FILING

FI-174(1)

3F 16

3547

FORM 2552
8-50-200M

K

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOVEMBER 17, 1952

(File D 315 - 2 - 38)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Viento-Wygant Park Section, Columbia River Hwy.

Attached is Railroad Company's bill No. 592365 in quadruplicate in the amount of $66.49. This is the final billing on the above-mentioned project.

Will you please review the bill and, if satisfactory, place in line for payment.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

enc.

RECEIVED
NOV [illegible] 1952
[illegible] HIGHWAY COMMISSION
[illegible]

ate: **November 19, 1952** SS MENT

No. 3847
B

Description: **Letter of November 17 by Union Pacific Railroad Company enclosing RR Company's Bill No. 592365 in quadruplicate in amount of $66.49, final billing on Viento-Wygant Park Section, Columbia River Highway**

Acknowledged by _____ Referred to **Gardner** ✓

Investigate and report with recommendation
xxxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Assignment executed Rec'd 11-20-52 Report received ________

Remarks: Bill being processed for payment – Gardner

RECEIVED
FOR FILING

Salem, Oregon May 15, 1952

STATE OF OREGON,

To Union Pacific Railroad Company, Dr.
Omaha 2, Nebraska

Project Viento Park-Wygant Park

Highway Comm. Agreement No. RR 363

Sub-Division No.

Ry. Company's Agreement No. Audit 74534

Estimate No. 2 - Final

Period Covered 10/50 thru 8/51

Prefix & Acct. No. 14-1009

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice 511192	6,982.29	6,982.29	-0-
Note - Purpose of this estimate is to release retained percentage held from previous billing. No new work involved.			
Totals	6,982.29	6,982.29	-0-
Retained No %	-0-	698.23	698.23
Total Payments	6,982.29	6,284.06	698.23

Pay This Estimate $ 698.23

Computed by ______ Checked by ______

Approved Field Engr. ______

Previous Voucher No. ______

Approved:

C A Gardner
Bridge Office Engineer

Salem, Oregon Dec. 7, 1951

STATE OF OREGON,

To Union Pacific Railroad Company, Dr.

Omaha 2, Nebraska

Project Viento Park-Wygant Park

Highway Comm. Agreement No. RR 363

Sub-Division No. —

Ry. Company's Agreement No. Audit No. 74534

Estimate No. 1

Period Covered October 1950 thru August 1951

Prefix & Acct. No. 14-1009

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice 511192	6,982.29	-0-	6,982.29
Totals	6,982.29		6,982.29
Retained 10 %	698.23		698.23
Total Payments	6,284.06		6,284.06

Pay This Estimate $ 6,284.06

Computed by

Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
November 20, 1951

SUBJECT: Viento Park - Wygant Park. 14-1009
Patrolling of Railroad facilities.

To:

Mr. Wm. [illegible] Chandler,
Division Engineer,
Bend, Oregon.

RECEIVED

Dear Sir:

Herewith three copies of Union Pacific bill for flagging and signal work on the Viento Park - Wygant Park Section of the Columbia River Highway, prefix 14-1009. This is the bill forwarded to me by Mr. C.V. Jonasson under date of Nov. 16, 1951.

I have checked the bills as to the period covered, time involved and extensions. Some of the items such as expense vouchers, car rentals, etc., are impossible to check from the field. Car rentals appear to be excessive, even tho they are on a fully operated basis. The inspectors told me that their cars were furnished under contract on a fully operated basis.

I have approved the bill in the amount rendered.

Very truly,

R.V. Benedict

R.V. Benedict
Resident Engineer.

REFERRED TO
A.G. Smith
Division Office No. 4

NOTED
E. A. PEASE

NOTED
DEAN SWIFT

RECEIVED
NOV 23 1951
OFFICE OF
CONSTRUCTION ENGINEER

9-50-100M

Form 130 A

511192

BILL NO.

MONTH'S ACCOUNT OCT [illegible]

DEPT. NO.

DATE MADE [illegible] 195 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

O.K. Nov. 20 1951
RES. ENGR.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED Dean Swift
Division Engr.

14-1009	284	$6982.29

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

[illegible]

40 Hr Week, ex. Holidays

21 Da.

20 Da.

22 Da.

19 Da.

22 Da.

21 Da.

22 Da.

21 Da.

[illegible]

I—I Bridges
oooooo Trees

ENGINEER DATE

December 1950		
Vo. [illegible] PT [illegible] Fizer, Inspector	[illegible]	
Vo. [illegible] PT [illegible] Conklin "	4.85	
January 1951		
Vo. [illegible] PT L. F. Boyd, Inspector	20.85	
February 1951		
Vo. [illegible] PT L. H. Boyd, "	[illegible]	
March 1951		
Vo. [illegible] PT L. H. Boyd, "	23.[illegible]	
April 1951		
Vo. [illegible] PT L. H. Boyd, "	[illegible]	
May 1951		
Vo. 6[illegible] PT L. H. Boyd, "	1.85	
June 1951		
Vo. 69[illegible] PT L. H. Boyd, "	[illegible].85	1[illegible].95
[illegible] —		
[illegible]		
December 1950		
Vo. [illegible] - [illegible]	1[illegible]	
January 1951		
Vo. [illegible] - [illegible]	[illegible].60	
February 1951		
Vo. [illegible] - [illegible]	[illegible].45	
March 1951		
Vo. [illegible] - [illegible]	[illegible]	
Vo. [illegible] - [illegible]	[illegible]	
April 1951		
Vo. [illegible] - [illegible]	[illegible]	
Vo. [illegible] - [illegible]	[illegible]	
May 1951		
Vo. [illegible] - [illegible]	[illegible]	
July 1951		
Vo. 83395 - [illegible]	[illegible]	? [illegible]

[illegible]

[illegible]

[illegible] T12-2 [illegible]

[illegible]

[illegible] T12-3 [illegible]

[illegible]

cgw

T-I Bridges
[illegible] Trees

DIVISION ENGINEER DATE

[illegible]
PR [illegible] Signal Gang #7[illegible]
[illegible] Protect Pole Line [illegible] hrs. @ 1.738 hr. [illegible]
PR [illegible] Signal Gang #787
Protect Pole Line [illegible]
[illegible] 4 " @ 1.738 " 6.95

Signal Gang #7[illegible]
Handling power line for
Highway Electric Co. [illegible] @ 1.738 " [illegible]
Signal Gang #788
Putting Signal Power for
[illegible]
[illegible]

Vacation Allowance [illegible]
RR Ret. & Unempl.Ins.Tax - Year [illegible]
[illegible]

[illegible] 1951
PR [illegible] Signal Gang #7[illegible]
Signalman - Protect Pole Line [illegible] hrs. @ 1.738 hr. [illegible]
PR [illegible] Signal Gang #7[illegible]
Signalman - Protect Pole Line [illegible] hrs. @ 1.738 " 13.90

February 1951
PR [illegible] Signal Gang #7[illegible]
Signalman - [illegible]
Handling [illegible] [illegible]
[illegible]

March 1951
PR 712-2 Signal Gang #7[illegible]
Signalman - Protect Pole Line [illegible] @ 1.949 " [illegible]

April 1951
PR 712-2 Signal Gang #794
Signalman - Turn off power
account highway construction [illegible] 1 hr. @ 2.72 hr. 2.72

Vacation Allowance [illegible] [illegible]
RR Ret. & Unempl.Ins.Tax - [illegible]
[illegible] 12.[illegible] [illegible]

[illegible]
[illegible] 1951 PR
[illegible] L. [illegible] [illegible] [illegible]

I I Bridges
●●●●●● Trees

DIVISION ENGINEER DATE

[illegible] 40 Hr week [illegible]

[illegible] 27 Da.

[illegible] 48 Hr week [illegible]

[illegible] 27 Da.

Bridges

Trees

DIVISION ENGINEER

DATE

[illegible]

[illegible] 27 Da.

[illegible] @ [illegible] Mo. [illegible]

[illegible] 1931 [illegible]

[illegible] @ [illegible] " [illegible]

[illegible] 1931 [illegible]

[illegible] @ [illegible] " [illegible]

[illegible] 1931 27 Da.

[illegible] @ [illegible] " [illegible]

[illegible] 1931 26 Da.

[illegible] @ [illegible] " [illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1931

[illegible]

[illegible]

[illegible] 1931

[illegible]

[illegible] 1931

[illegible]

[illegible] 1931

[illegible]

[illegible] 1931

[illegible]

[illegible] 1931

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1931

[illegible]

[illegible]

[illegible]

[illegible]

Bridges
Trees

DIVISION ENGINEER | DATE

[illegible]

Irrigation Ditches
Bridges
Trees

DIVISION ENGINEER	DATE

[illegible] Bridges
[illegible] Trees

DIVISION ENGINEER DATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◇

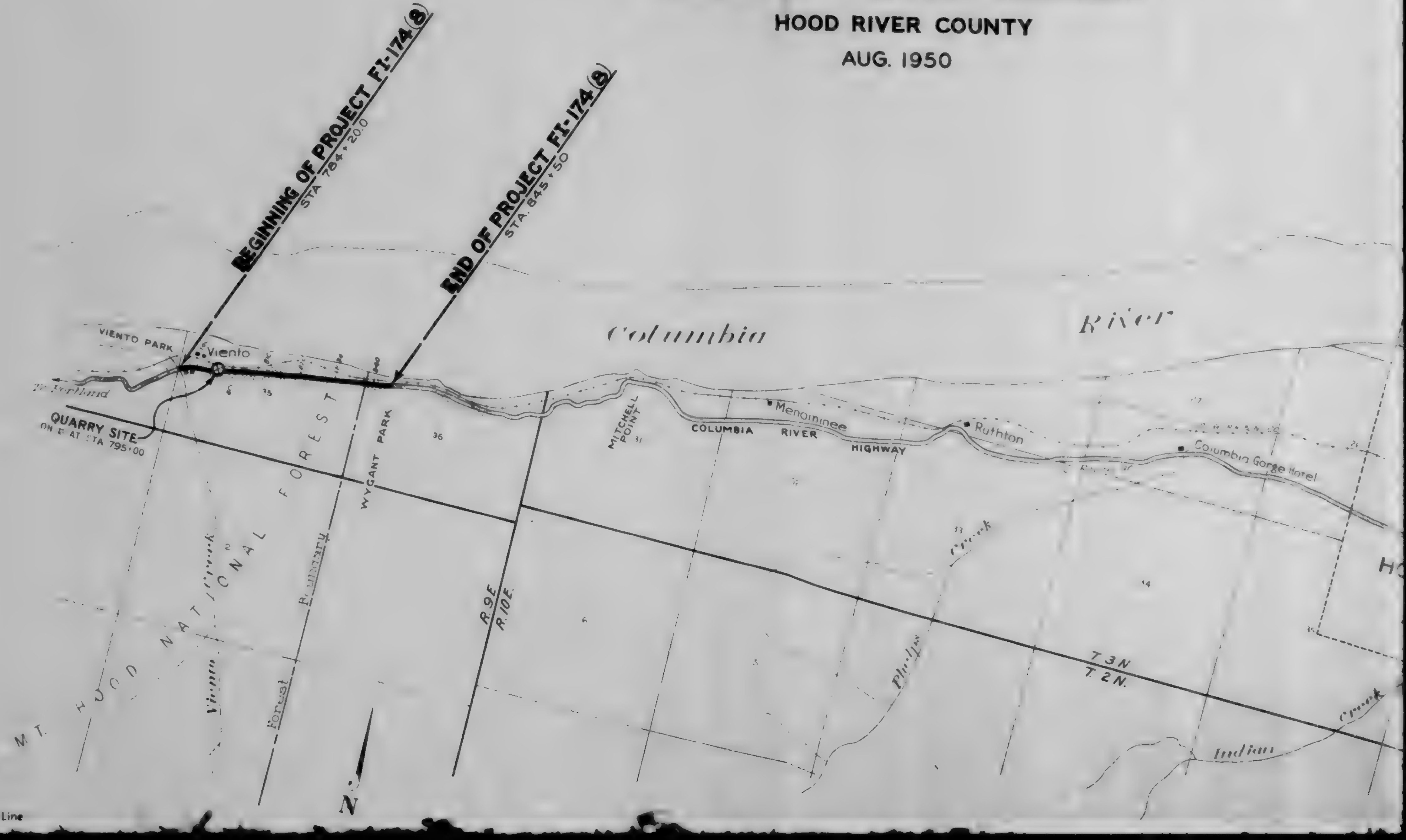
VIENTO PARK - WYGANT PARK SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

AUG. 1950

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3-5	Plan & Profile

Dwg No.
2051 Standard Metal Guard Rail & Conc. Sight Post


BEGINNING OF PROJECT FI-174(8)
STA 784+20.0
END OF PROJECT FI-174(8)
STA. 845+50
VIENTO PARK
Viento
To Portland
QUARRY SITE
ON E AT STA 795+00
35
WYGANT PARK
36
Columbia
River
MITCHELL POINT
Menominee
COLUMBIA RIVER HIGHWAY
Ruthton
Columbia Gorge Hotel
MT. HOOD NATIONAL FOREST
Viento Creek
Forest Boundary
R.9E.
R.10E.
Phelps Creek
Indian Creek
T.3N.
T.2N.
N

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line

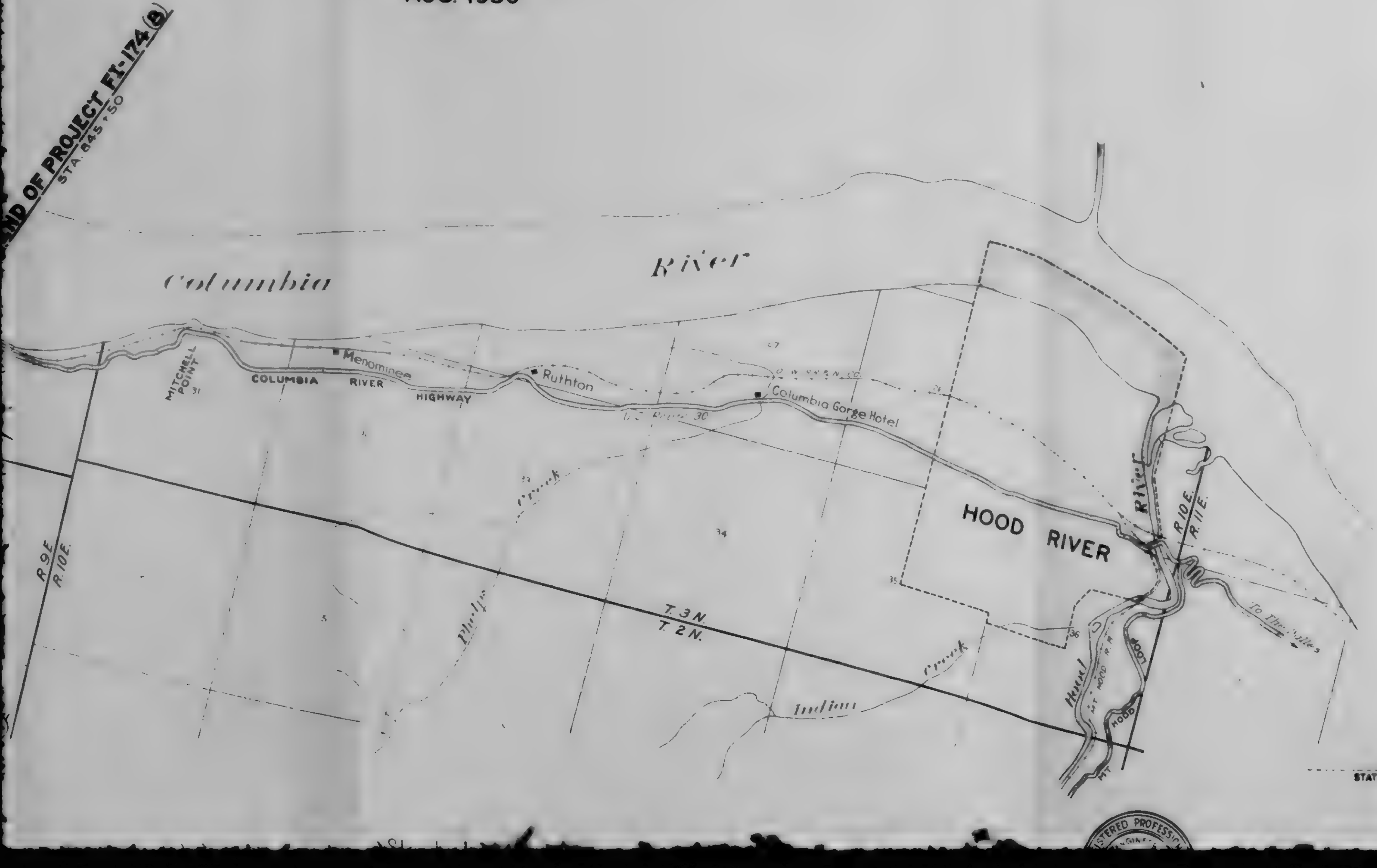
STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◆

VIENTO PARK - WYGANT PARK SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

AUG. 1950

VIENTO PARK-WYGANT PARK SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No
				1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-174(8)		See Index


END OF PROJECT FI-174(8)
STA. 845+50
Columbia
River
MITCHELL POINT
31
Menominee
COLUMBIA RIVER HIGHWAY
Ruthton
U.S. Route 30
O. W. R. & N. CO.
Columbia Gorge Hotel
Phelps Creek
Indian Creek
HOOD RIVER
Hood River
MT. HOOD R.R.
MT. HOOD LOOP
To The Dalles
R.9E.
R.10E.
R.10E.
R.11E.
T.3N.
T.2N.
34
36
35

R H Baldock

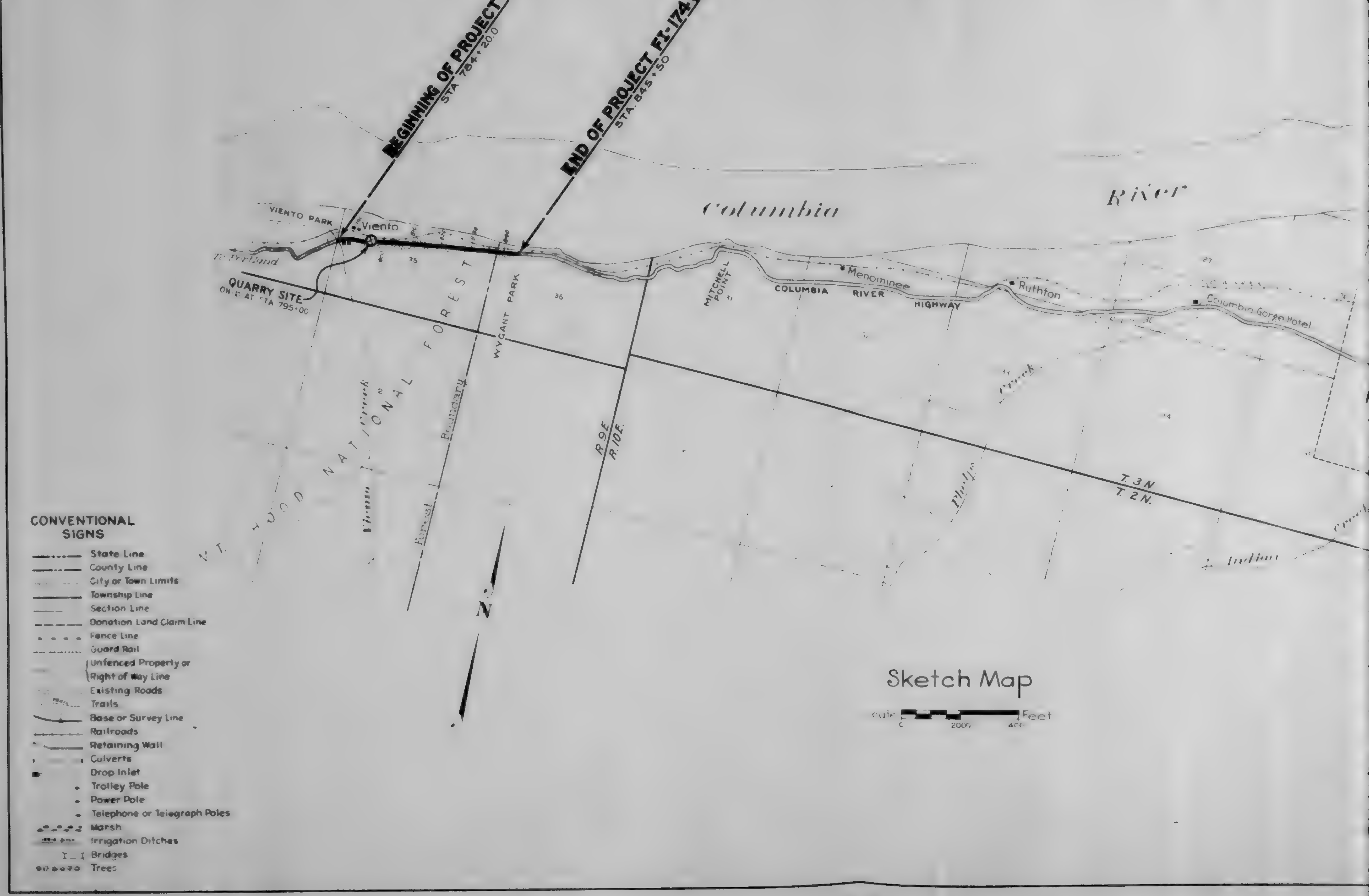
STATE HIGHWAY ENGINEER

VIENTO PARK - WYGANT PARK SECTION

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

AUG. 1950

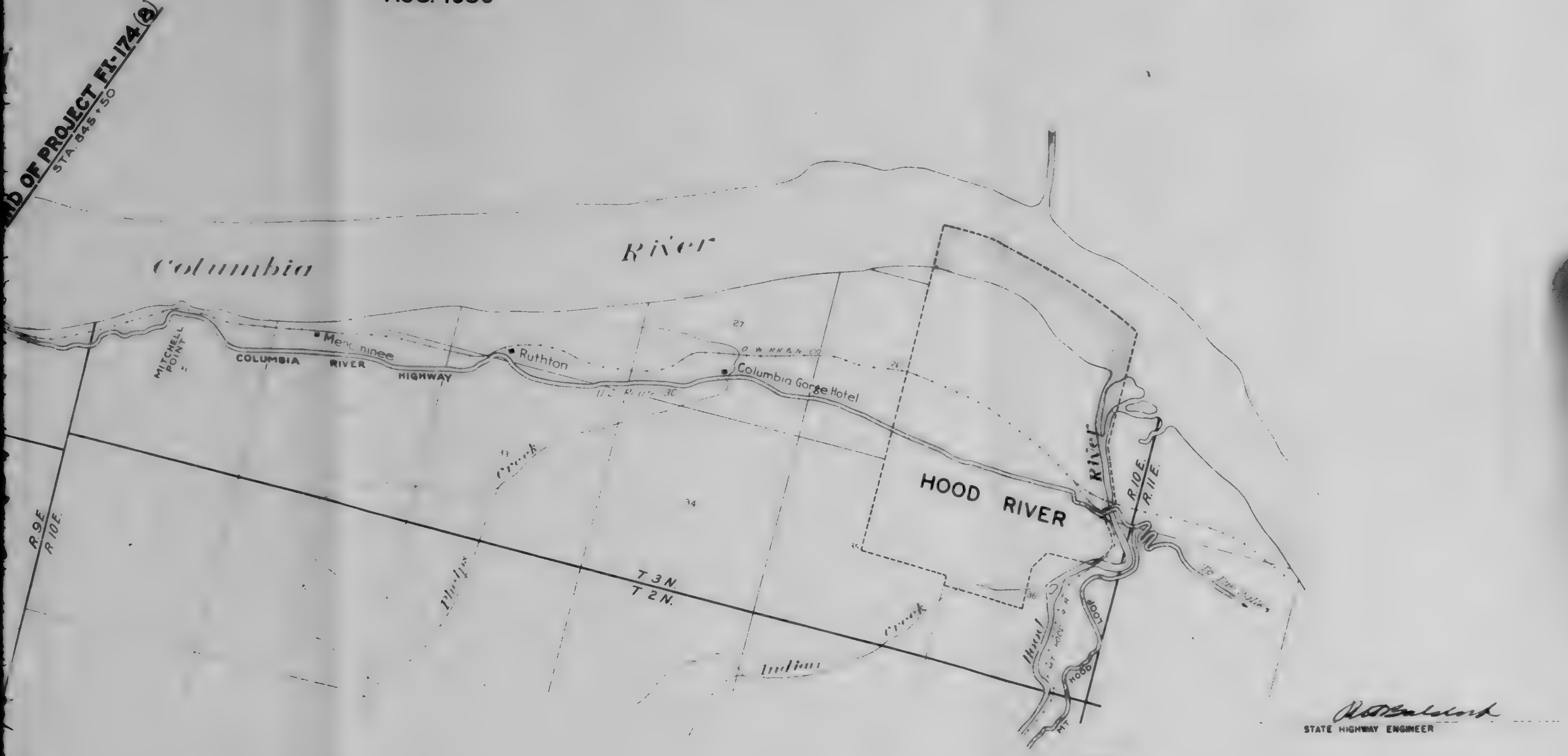


BEGINNING OF PROJECT FI-174(8)
STA 784+20.0
END OF PROJECT FI-174(8)
STA. 845+50
VIENTO PARK
Viento
To Portland
QUARRY SITE
ON ℄ AT STA 795+00
Columbia
River
35
36
WYGANT PARK
MITCHELL POINT
Menominee
COLUMBIA RIVER HIGHWAY
Ruthton
Columbia Gorge Hotel
MT. HOOD NATIONAL FOREST
Viento Creek
Forest Boundary
R.9E.
R.10E.
T.3N.
T.2N.
Phelps
Creek
Indian
Creek
N
CONVENTIONAL SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
Irrigation Ditches
Bridges
Trees
Sketch Map
Scale
0
2000
4000
Feet

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

AUG. 1950


ND OF PROJECT FI-174(2)
STA. 845+50
Columbia
River
MITCHELL POINT
Menominee
COLUMBIA RIVER HIGHWAY
Ruthton
O.W.R.R.&N. CO.
Columbia Gorge Hotel
U.S. Route 30
27
34
HOOD RIVER
River
R.9E.
R.10E.
R.10E.
R.11E.
T.3N.
T.2N.
Phelps
Creek
Indian
Creek
Hood
MT. HOOD LOOP

Sketch Map

0
2000
4000
Feet

R H Baldock
STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV 8 1919 R. H. BALDOCK

R H Baldock

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. MC IVER	Commissioner

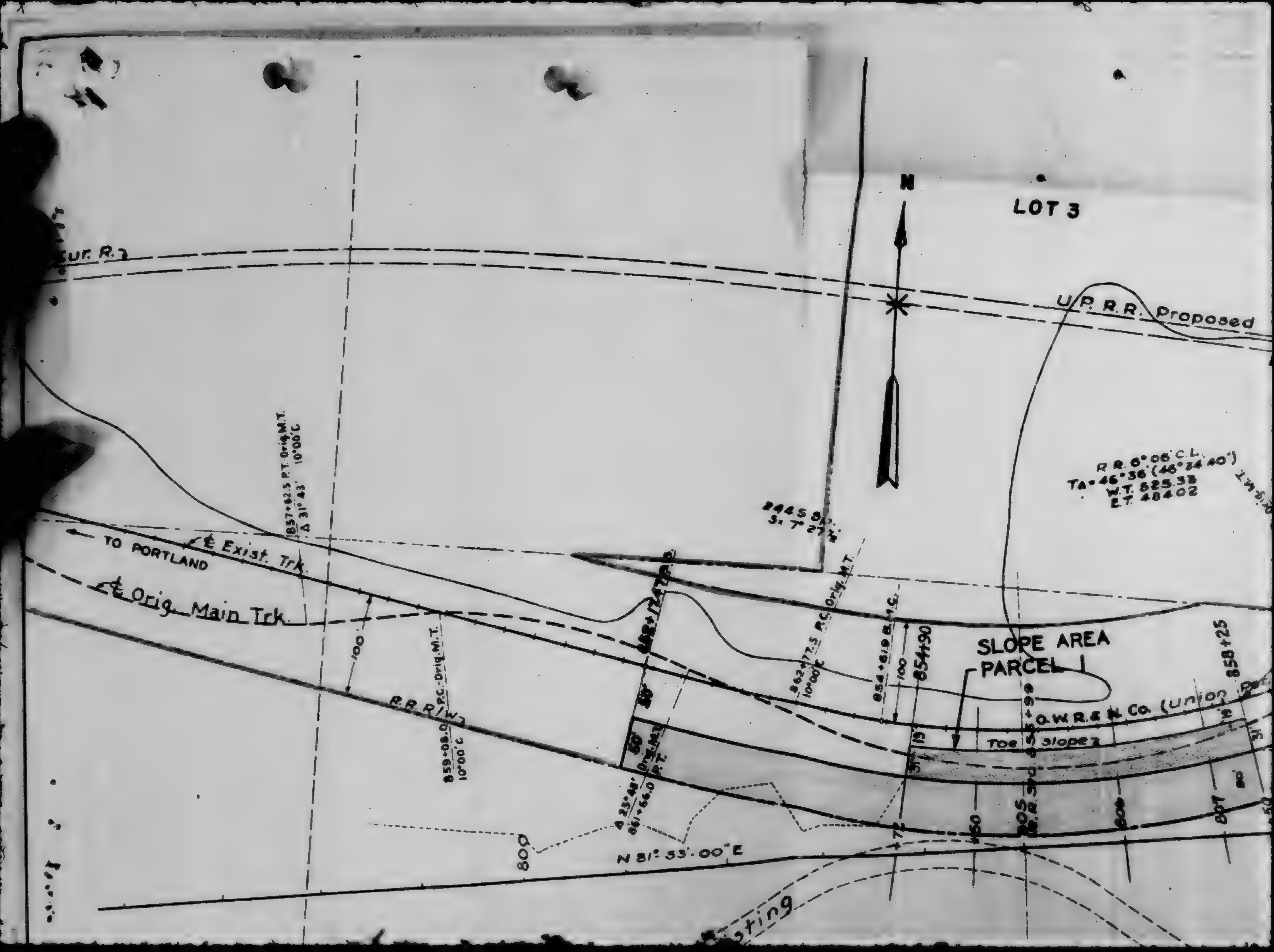
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

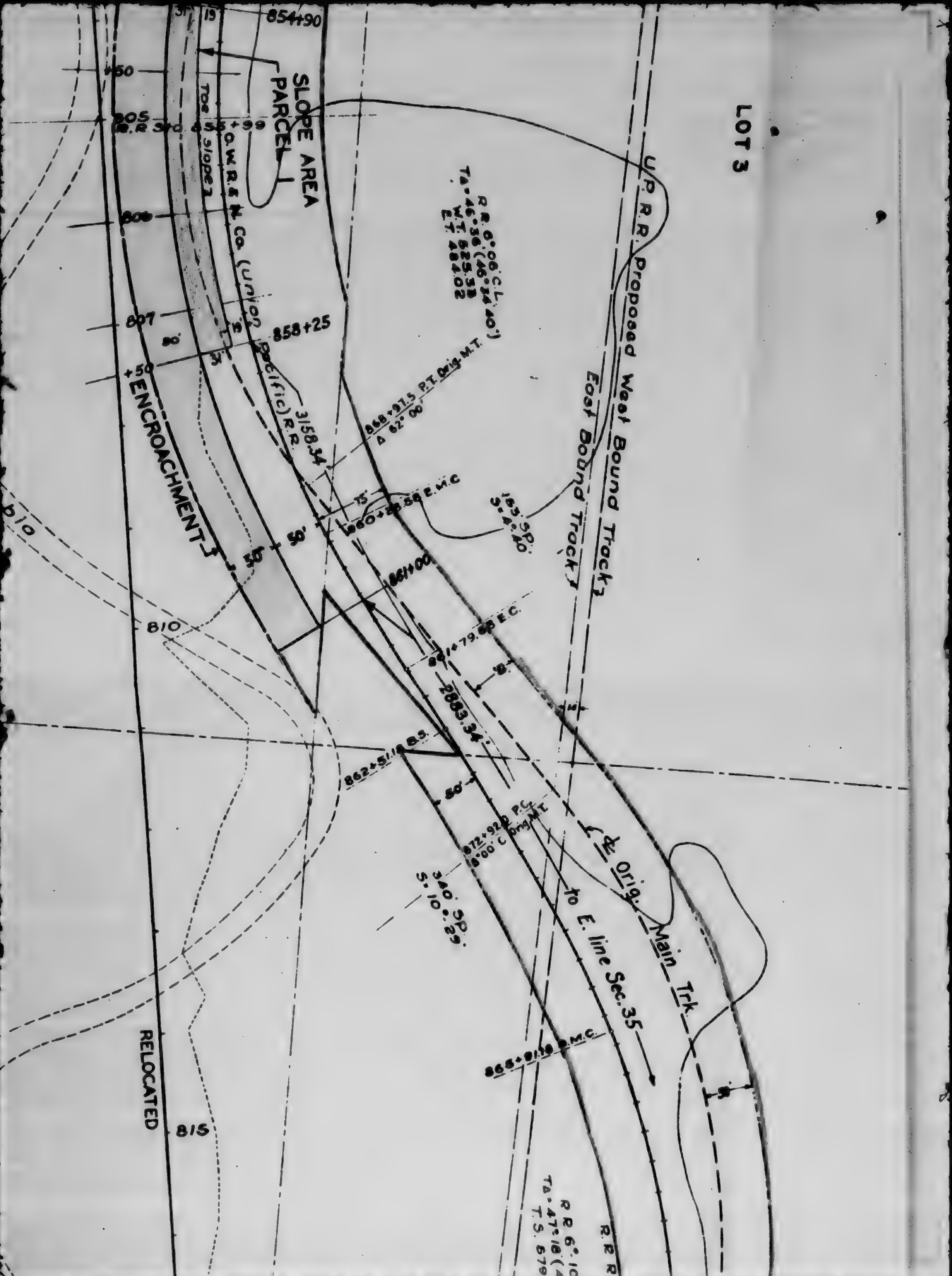
RECOMMENDED FOR APPROVAL:

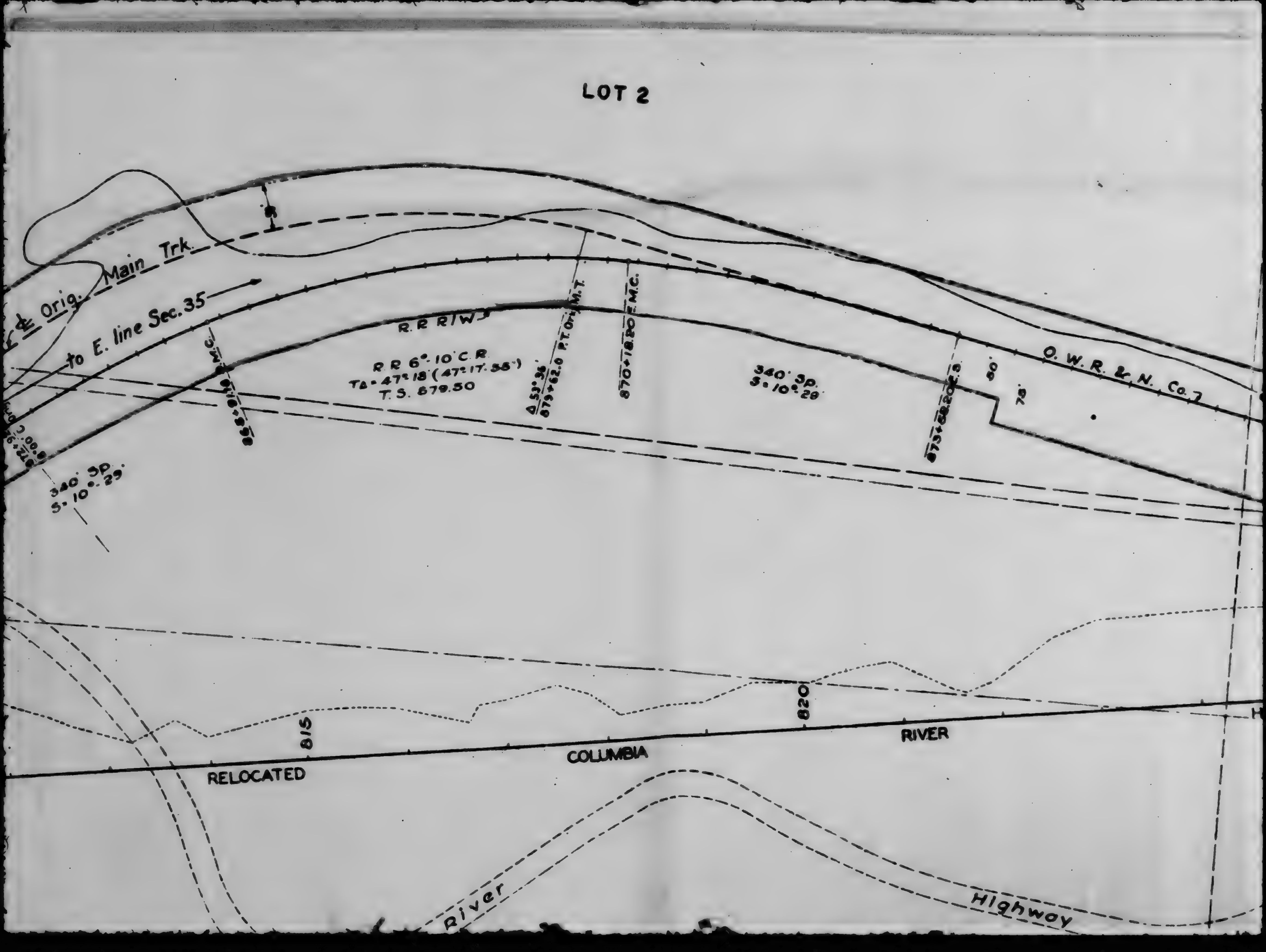
DISTRICT ENGINEER ____ DATE ____

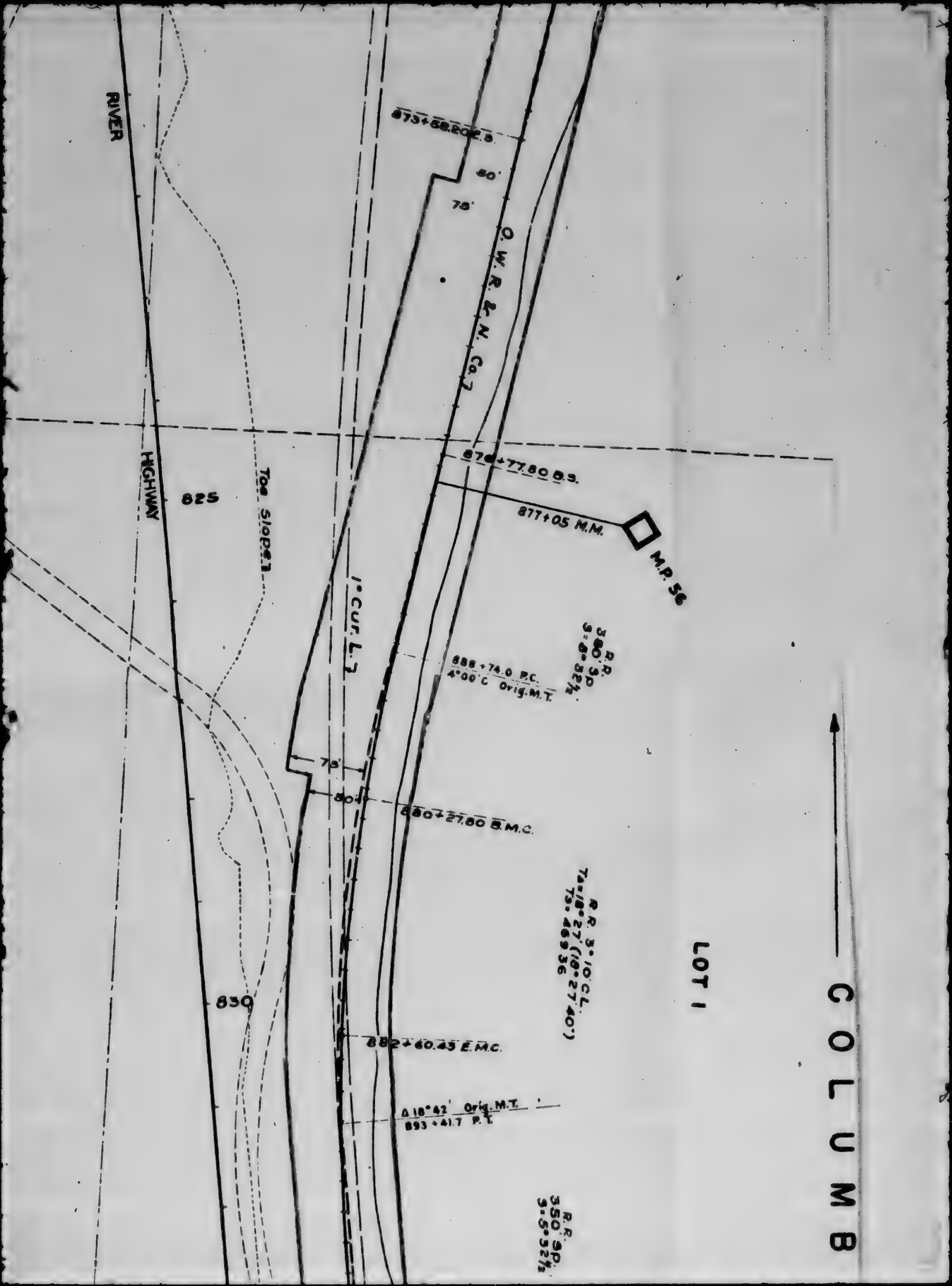
APPROVED:

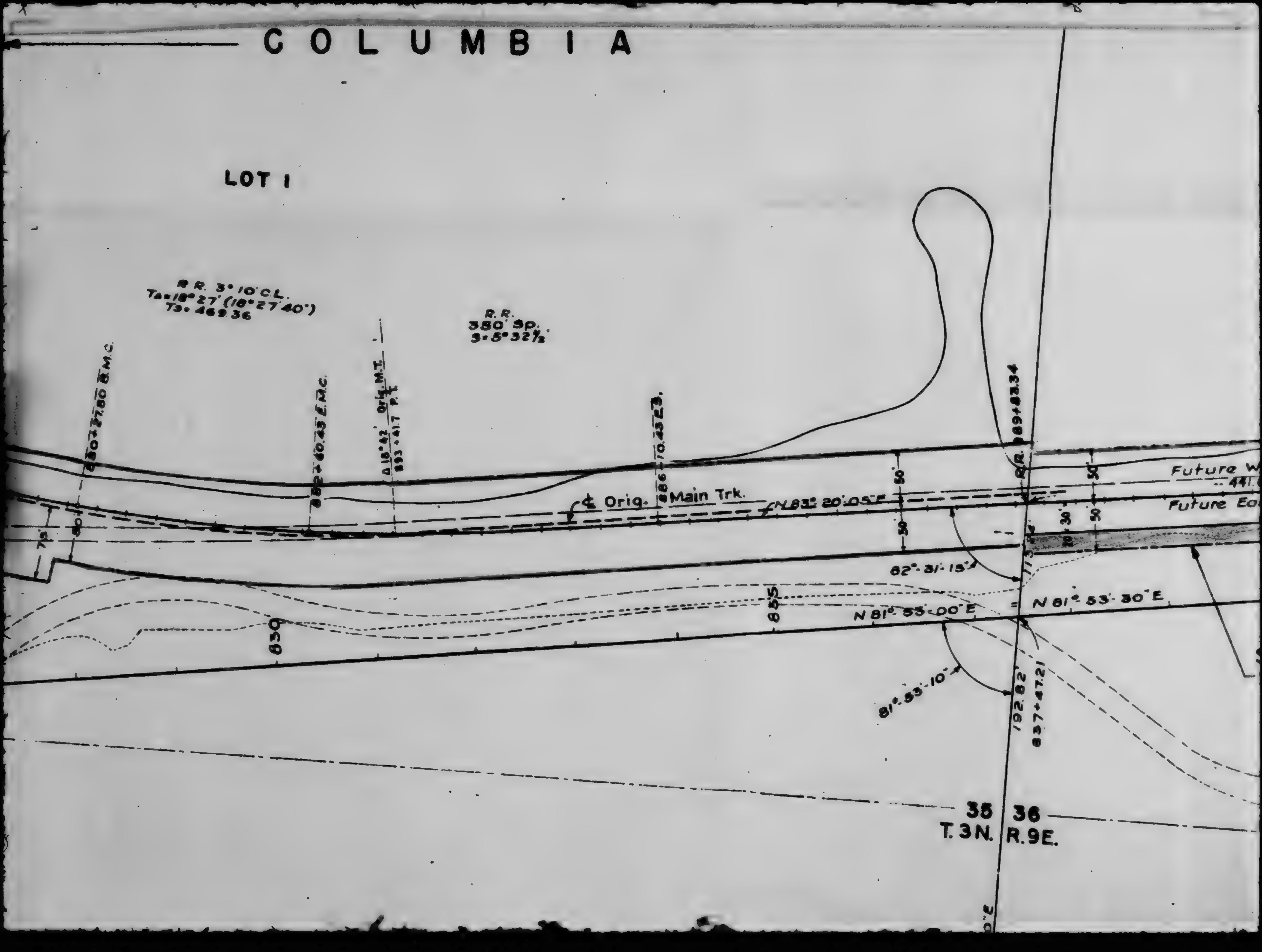
DIVISION ENGINEER ____ DATE ____

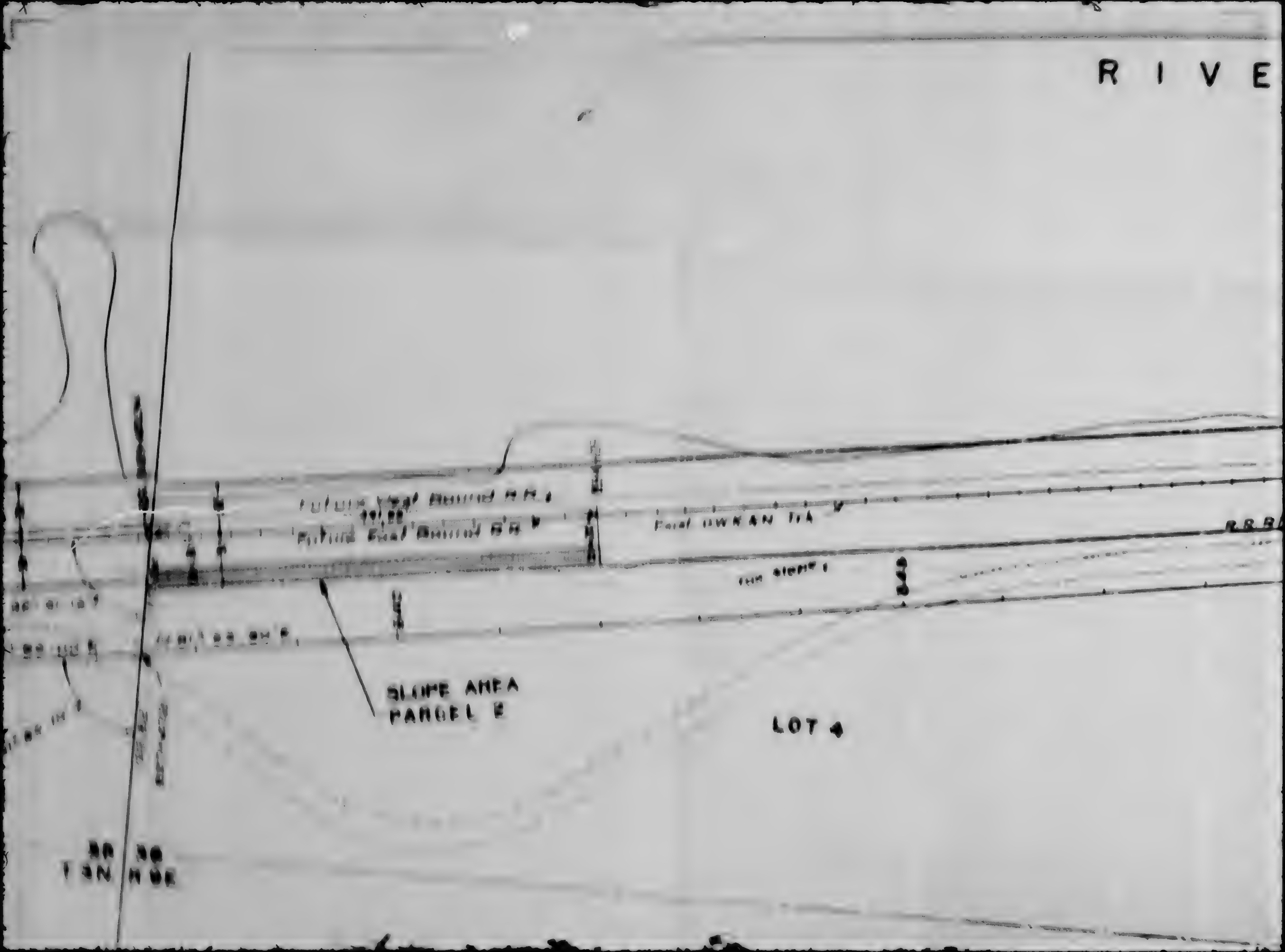

N
LOT 3
Sur. R.
U.P. R.R. Proposed
R.R. 6°06' C.L.
TΔ = 46°36' (46°34' 40")
W.T. 525.38
E.T. 484.02
2445 Sq.
3. 7° 27½'
857+62.5 P.T. Orig. M.T.
Δ 31° 43' 10°00'C
TO PORTLAND
℄ Exist. Trk.
℄ Orig. Main Trk.
100
859+08.0 P.C. Orig. M.T.
10°00'C
R.R. R/W
Δ 25°48'
861+66.0 Orig. M.T. P.T.
50'
50'
858+17.47 P.B.
862+77.5 P.C. Orig. M.T.
10°00'C
854+61.9 B.M.C.
100
854+90
SLOPE AREA PARCEL 1
O.W.R. & N. Co. (Union Pac.
Toe Slope
R.R. Sta. 855+99
858+25
19'
31'
80'
+72
+50
805
806
807
800
N 81° 53' 00" E
Existing

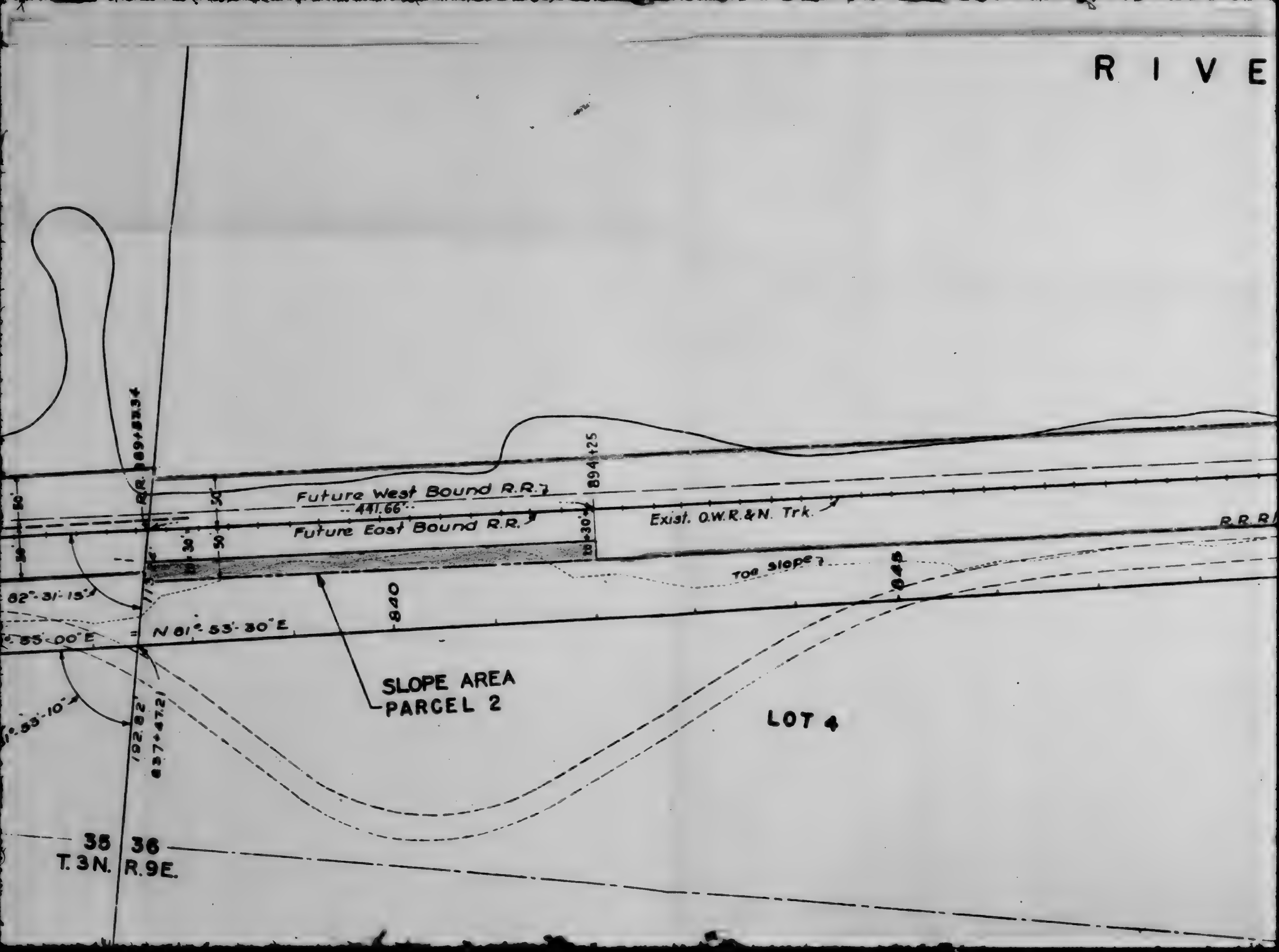

LOT 3
U.P. R.R. Proposed West Bound Track
East Bound Track
SLOPE AREA PARCEL
Toe Slope
O.W.R.R. & N. Co. (Union Pacific) R.R.
854+90
+50
805
R.R. Sta. 855+99
806
807
858+25
+50
80'
31'
19
ENCROACHMENT
3158.34
868+97.5 P.T. Orig. M.T.
Δ 62°00'
R.R. 6°06' C.L.
Ta-46°36'(46°24'40")
W.T. 825.38
E.T. 824.02
860+28.50 E.M.C.
15'
165 Sp.
S-4°40'
50'
50'
861+00
861+79.88 E.C.
2883.34
862+51.18 B.S.
50'
872+92.0 P.C.
6°00' C Orig. M.T.
340 Sp.
S-10°29'
℄ Orig. Main Trk.
to E. line Sec. 35
865+91.18 E.M.C.
810
815
610
RELOCATED
R.R. 6°10'
Ta-47°18'(4
T.S. 679
R.R. R

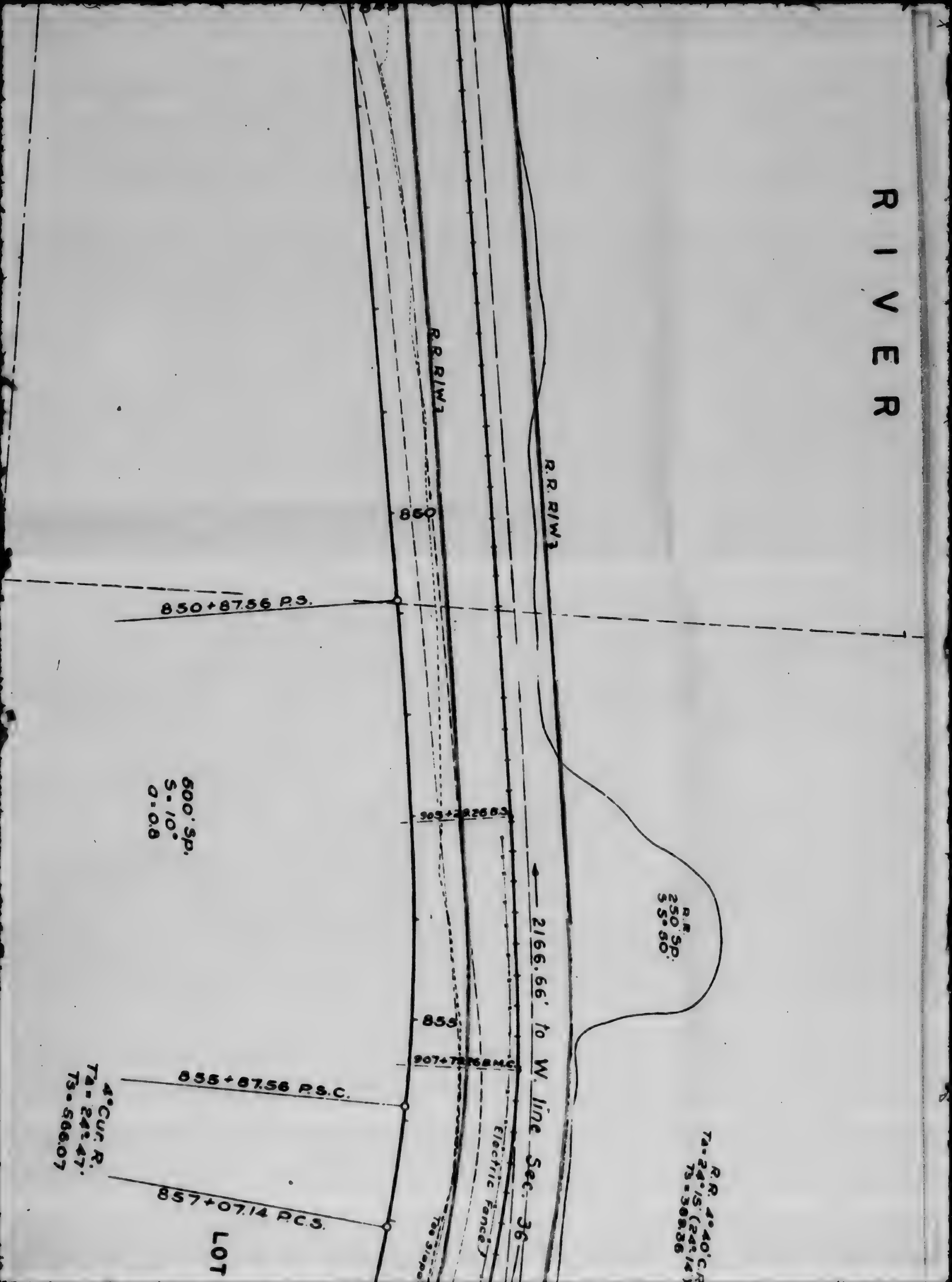

LOT 2
℄ Orig. Main Trk.
to E. line Sec. 35
R.R R/W
R.R 6°-10' C.R.
TΔ = 47°18' (47°17.55")
T.S. 879.50
868+91.19 E.M.C.
Δ 53°36'
879+62.0 P.T. Orig. M.T.
870+18.20 E.M.C.
340' Sp.
S = 10°.28'
873+68.20 C.S.
50'
75'
O.W.R. & N. Co.
872+96
8°00' C Orig.
340' Sp.
S = 10°.29'
815
820
RELOCATED
COLUMBIA
RIVER
River
Highway

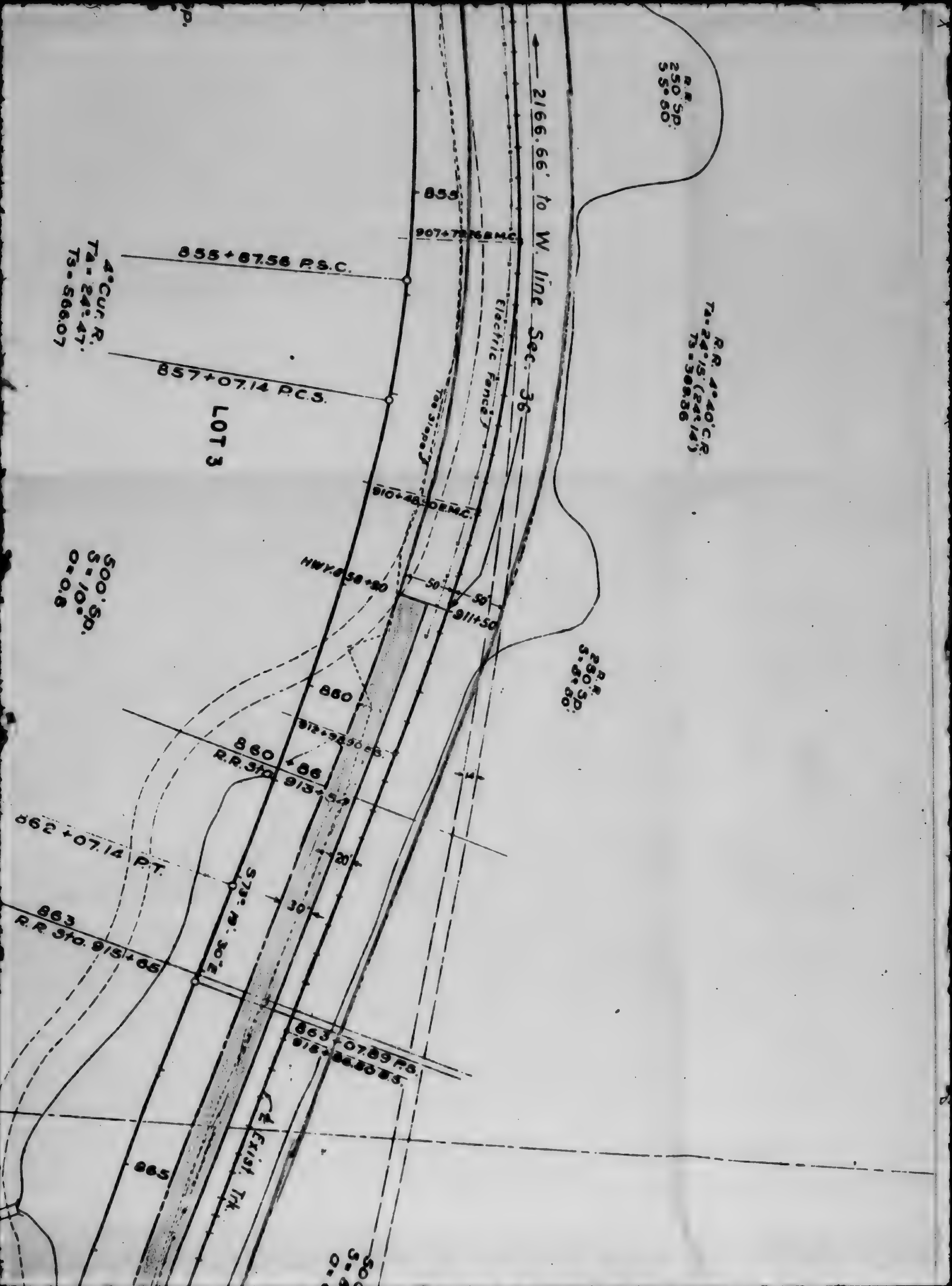

RIVER
873+68.20 E.S.
80'
75'
O.W.R.R. & N. Co.
878+77.80 B.S.
877+05 M.M.
M.P. 56
HIGHWAY
825
Toe Slope
R.R.
380' Sp.
S=5°-32½
888+74.0 P.C.
4°00'C Orig. M.T.
1° Cur. L.
75'
80'
880+27.80 B.M.C.
R.R. 3°10' C.L.
TΔ=18°27'(18°27'40")
T=469.36
LOT 1
COLUMB
830
882+60.45 E.M.C.
Δ18°42' Orig. M.T.
893+41.7 P.T.
R.R.
350' Sp.
S=5°32½

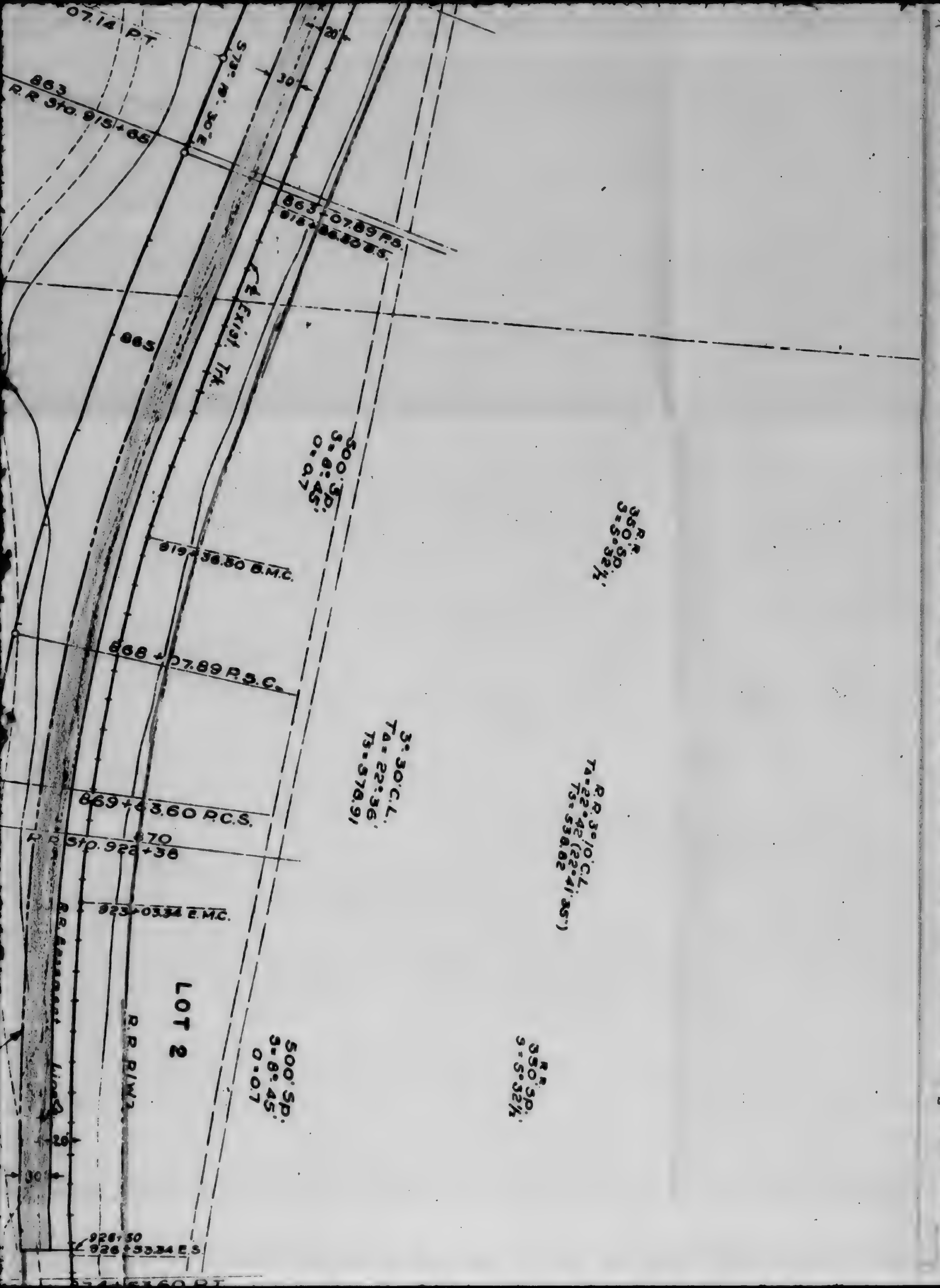

COLUMBIA
LOT 1
R.R. 3° 10' C.L.
Ta=18° 27' (18° 27' 40")
T= 469.36
R.R.
380' Sp.
S=5° 32½'
880+27.80 E.M.C.
882+60.45 E.M.C.
Δ18° 42' Orig. M.T.
893+41.7 P.T.
886+10.43 E3.
R.R. 889+83.34
℄ Orig. Main Trk.
N 83° 20' 05" E
Future W
441.
Future Ea
75'
80'
50'
50'
50'
50'
20'
30'
30'
113.34'
82° 31' 15"
N 81° 53' 00" E
N 81° 53' 30" E
81° 53' 10"
192.82'
837+47.21
830
835
35
36
T. 3N.
R. 9E.
0"E

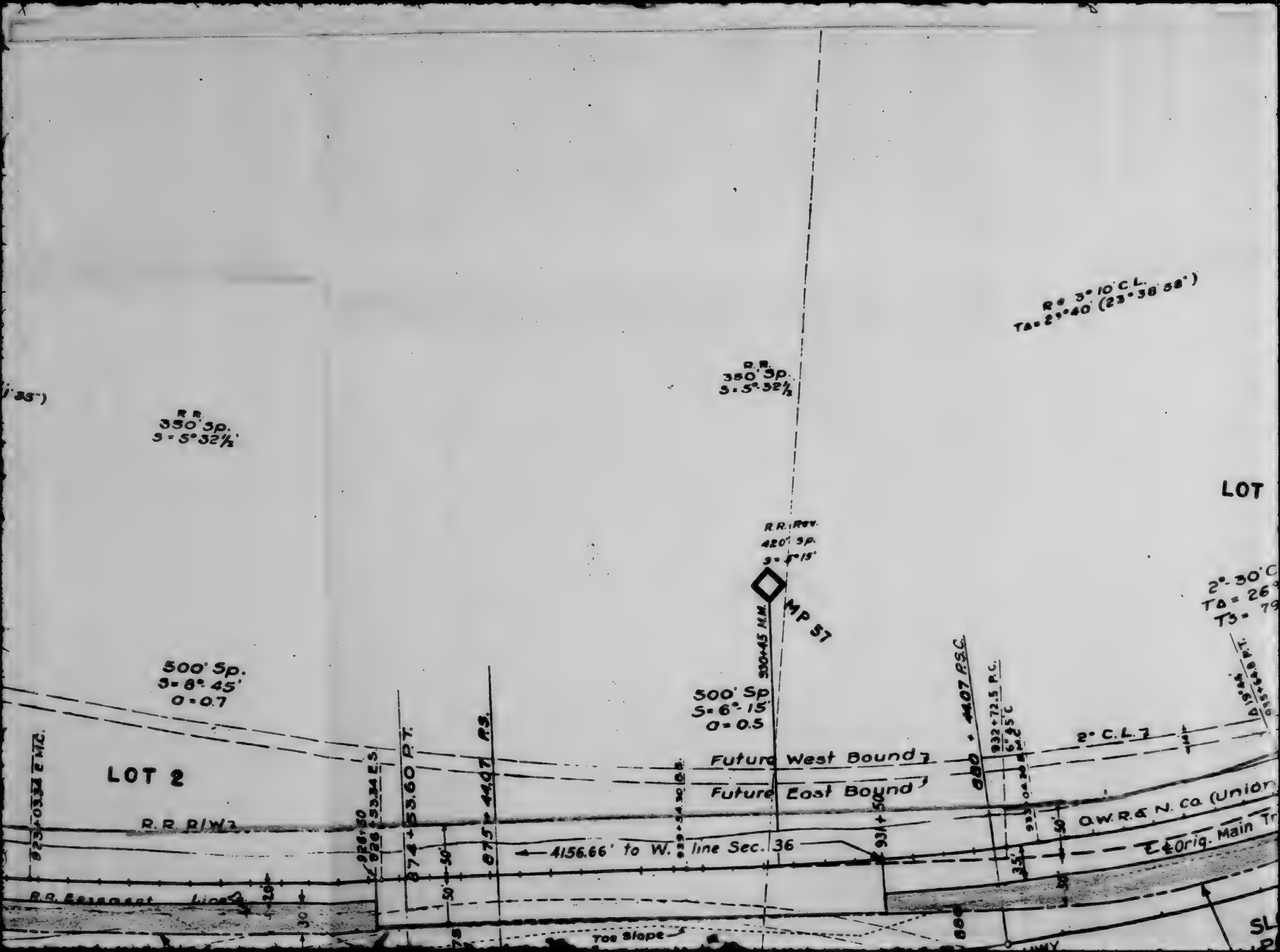

RIVE
Future West Bound R.R.
Future East Bound R.R.
R.R.R
SLOPE AREA
PARCEL E
LOT 4


RIVE
889+83.34
R.R.
894+25
50
30
Future West Bound R.R.
441.66'
Future East Bound R.R.
Exist. O.W.R.&N. Trk.
R.R. R
20
30
50
20+30'
Toe Slope
845
840
82°-31'-15"
113.84'
N 01°-53'-30" E
55'-00" E
53'-10"
192.82'
837+47.21
SLOPE AREA
PARCEL 2
LOT 4
35
36
T. 3N.
R. 9E.


RIVER
R.R. R/W
R.R. R/W
850
850+87.56 P.S.
600' SP.
S-10°
0-0.8
905+29.26 B.S.
R.R.
250 SP.
55°50'
2166.66' to W. line Sec. 36
855
907+72.26 B.M.C.
855+87.56 P.S.C.
4° Cur. R.
Ta-241.47
Ts-566.07
857+07.14 P.C.S.
LOT
Electric Fence
Toe Slope
R.R. 4°40' C.R.
Ta-24°15' (24°.14')
Ts-368.36

P.
R.R.
250' SP.
S=5.50
2166.66' to W. line Sec. 36
855
907+78.76 B.M.C.
855+87.56 P.S.C.
4° Cur. R.
TA = 24° 47'
TS = 566.07
857+07.14 P.C.S.
LOT 3
Electric Fence
Toe Slope
R.R. 4° 40' C.R.
TA = 24° 15' (24° 14')
TS = 308.36
910+48.50 E.M.C.
500' SP.
S = 10' SP.
O = 0.8
HWY. 858+80
50'
50'
911+50
R.R.
250' SP.
S = 8.50
860
912+98.50 E.S.
860+86
R.R. Sta. 913+54
14'
20'
862+07.14 P.T.
30'
S 73° 18' 30" E
863
R.R. Sta. 915+65
863+07.89 P.S.
915+86.50 E.S.
℄ Exist. Trk.
865
500
S =
O =


07.14 P.T.
S 73° W 30'E
20'
30'
863
R.R. Sta. 915+65
863+07.89 P.S.
916+86.80 E.S.
℄ Exist. Trk.
865
500' S.P.
S=8°45'
O=0.7
R.R.
350' S.P.
S=5°32½
919+36.50 E.M.C.
868+07.89 P.S.C.
3°30' C.L.
Ta=22°36'
Ts=378.91
R.R. 3°10' C.L.
Ta=22°42' (22°41'35")
Ts=538.82
869+63.60 P.C.S.
870
R.R. Sta. 922+38
923+03.34 E.M.C.
R.R. Easement Line
LOT 2
R.R. R/W
500' S.P.
S=8°45'
O=0.7
R.R.
350' S.P.
S=5°32½
20'
30'
926+50
926+53.34 E.S.
874+63.60 P.T.



LOT 2
LOT
R.R. 350' Sp. S = 5° 32½'
R.R. 350' Sp. S = 5° 32½'
R.R. Rev. 420' Sp. S = 6° 15'
500' Sp. S = 8° 45' O = 0.7
500' Sp S = 6° 15' O = 0.5
R = 3° 10' C.L. TΔ = 21° 40' (23° 38' 58")
2° 30' C TΔ = 26 T3 = 79
MP 57
930+45 M.M.
923+03.34 E.M.C.
926+50
926+53.34 E.S.
874+53.60 P.T.
875+44.07 P.S.
929+54.30 B.S.
931+50
880+44.07 P.S.C.
932+72.5 P.C. 6° 45' C
933+04.30 E.M.C.
Δ 19° 44' 935+64.8 P.T.
Future West Bound
Future East Bound
2° C.L.
R.R. R/W
R.R. Easement Line
O.W.R.&N. Co. (Union
℄ Orig. Main Tr
4156.66' to W. line Sec. 36
Toe Slope
20'
30'
50'
50'
75'
35'
880
(1' 35")

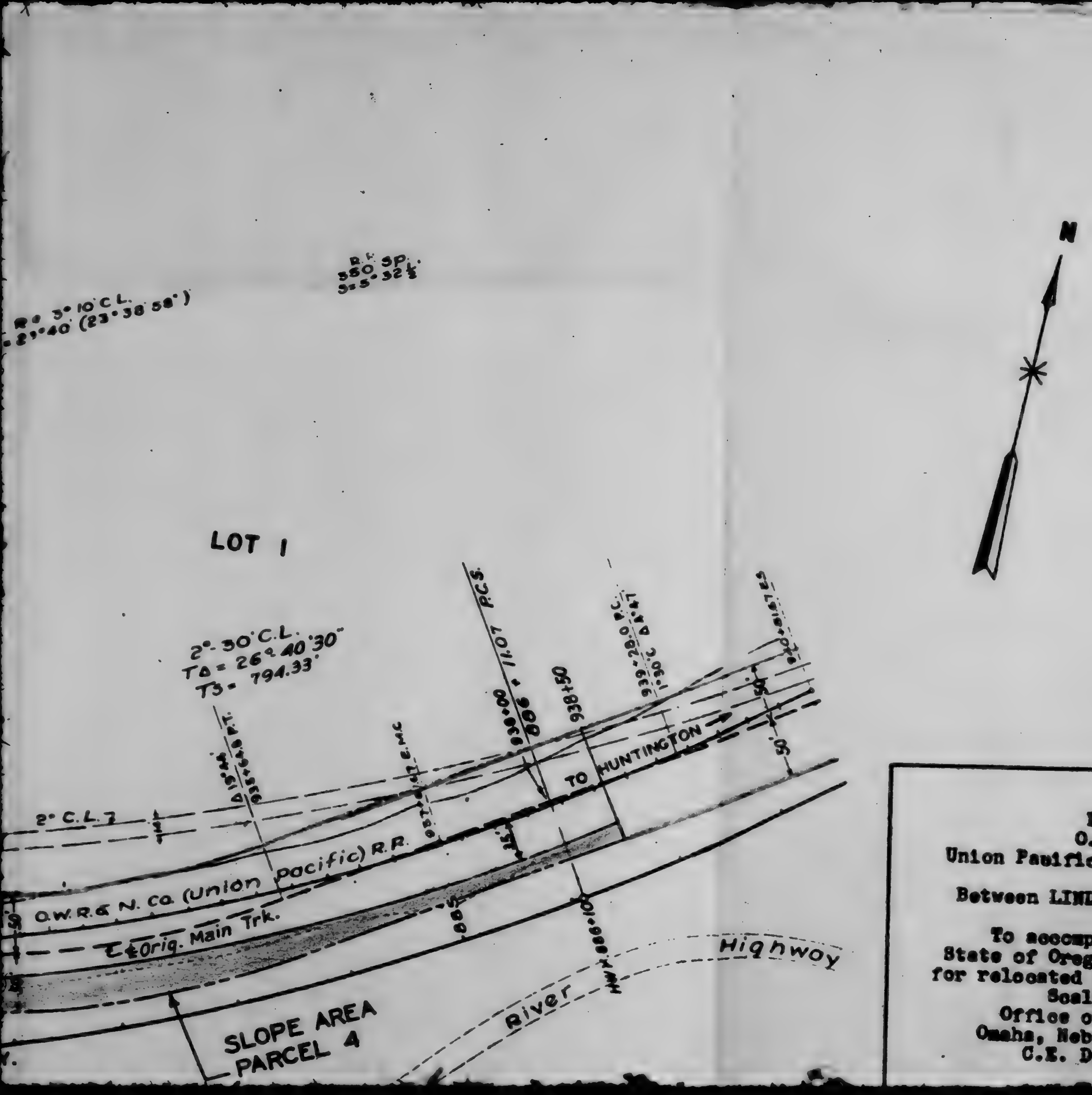
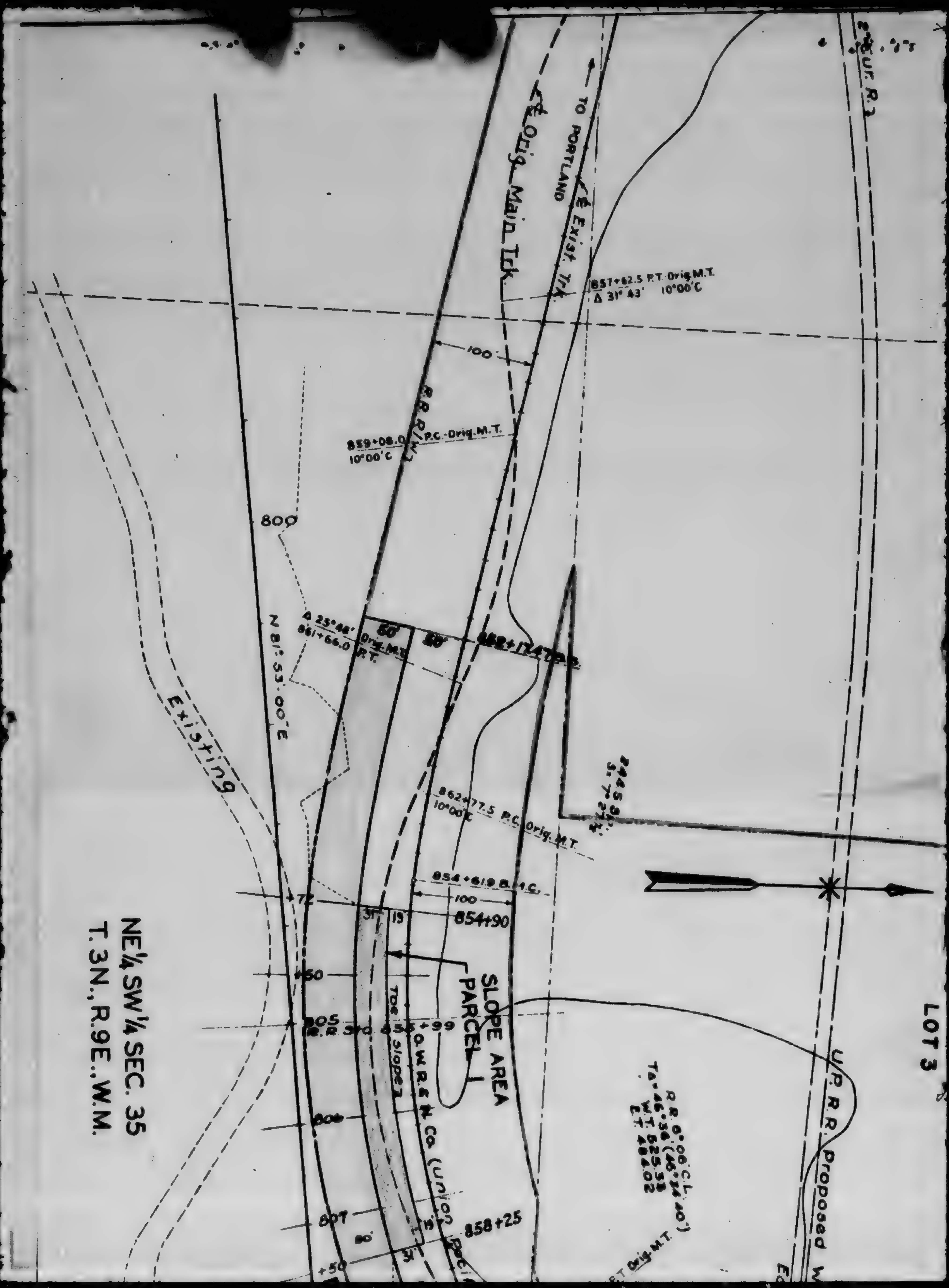
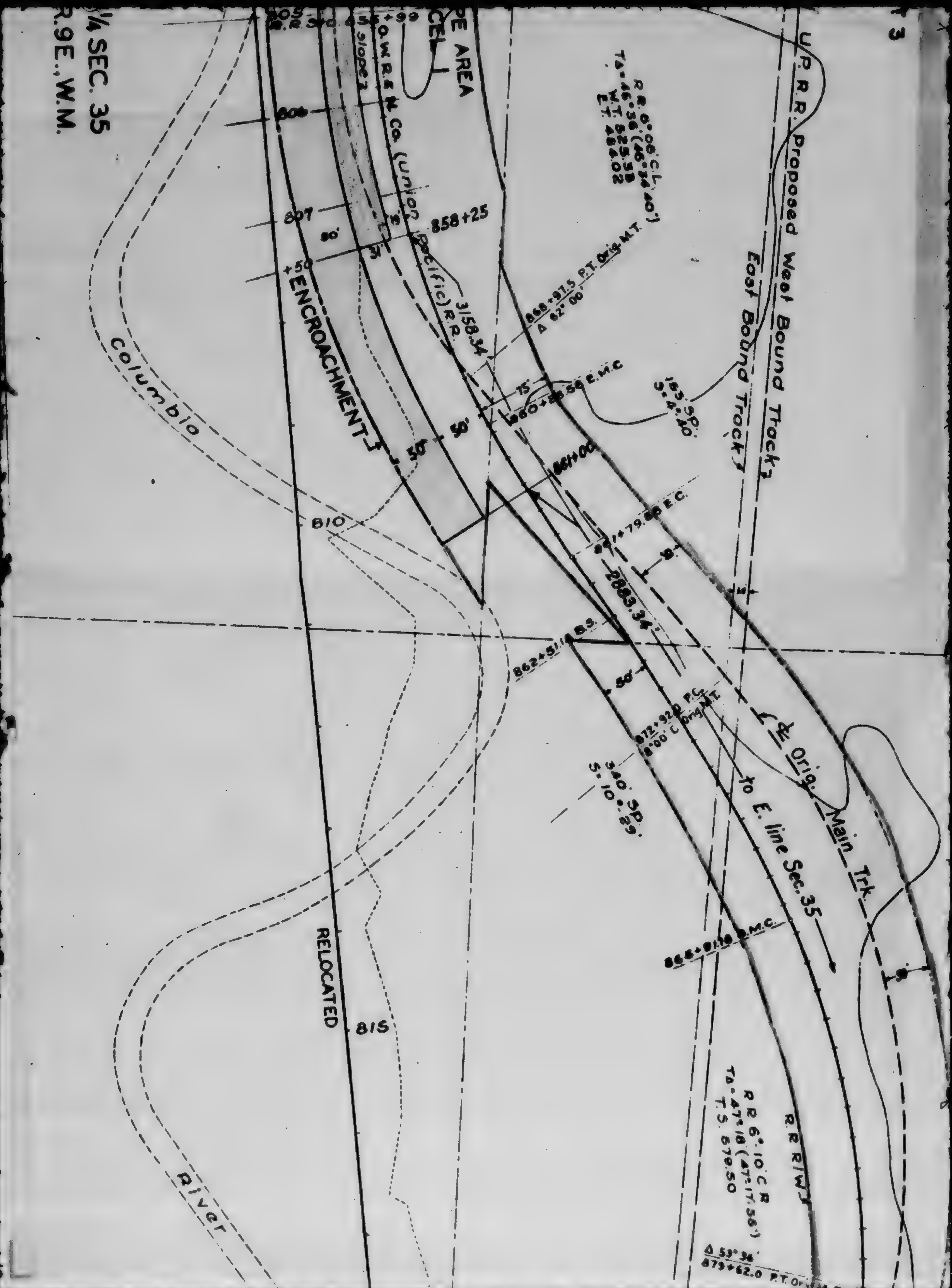

R = 3° 10' C.L.
= 23°40' (23°38'58")
R.V. SP.
350 SP.
S=5° 32½
N
LOT 1
2°-30' C.L.
TΔ = 26° 40' 30"
TS = 794.33'
Δ 19°44'
935+64.8 P.T.
937+81.67 E.M.C.
938+00
886 + 11.07 P.C.S.
938+50
939+28.0 P.C.
1°30' C Δ 4°47'
940+81.67 E.S.
2° C.L.
O.W.R.& N. Co. (Union Pacific) R.R.
℄ Orig. Main Trk.
TO HUNTINGTON
35'
50'
50'
885
H.W.K. 886+10
Highway
River
SLOPE AREA
PARCEL 4

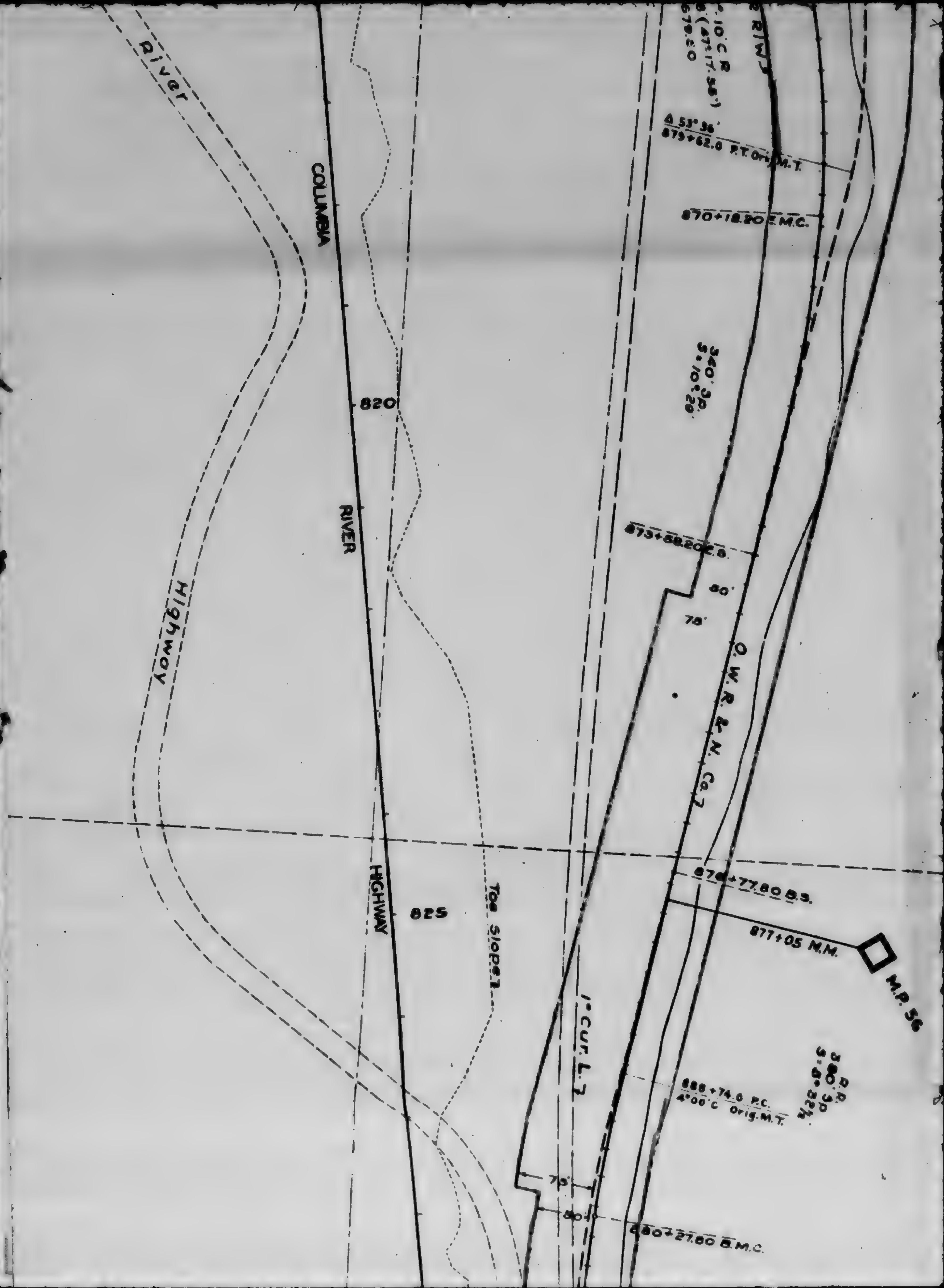
Exhibit "A"
O.W.R.& N. Co.
Union Pacific Railroad Co. (Lessee)

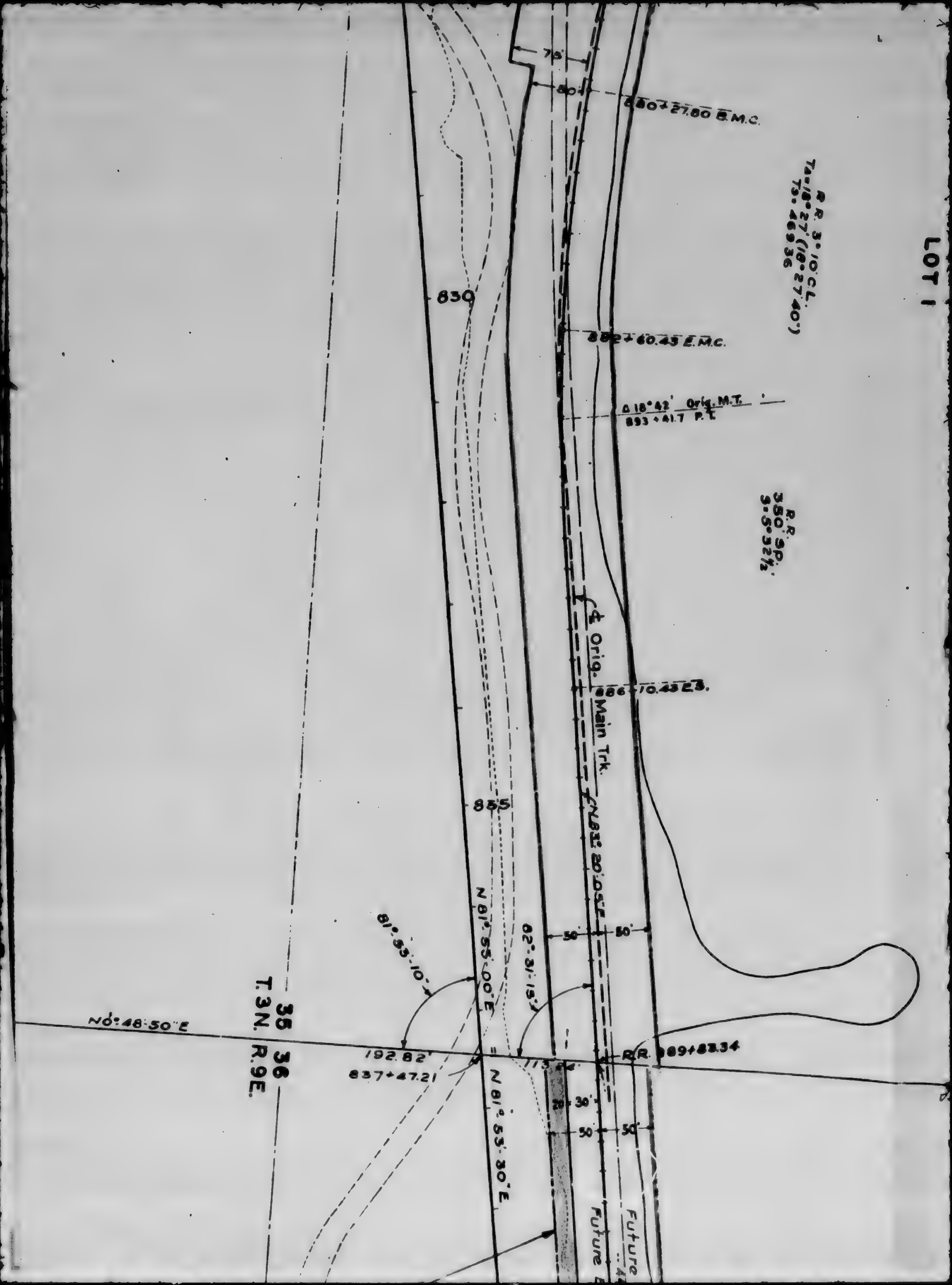
Between LINDSEY and MENO, OREGON

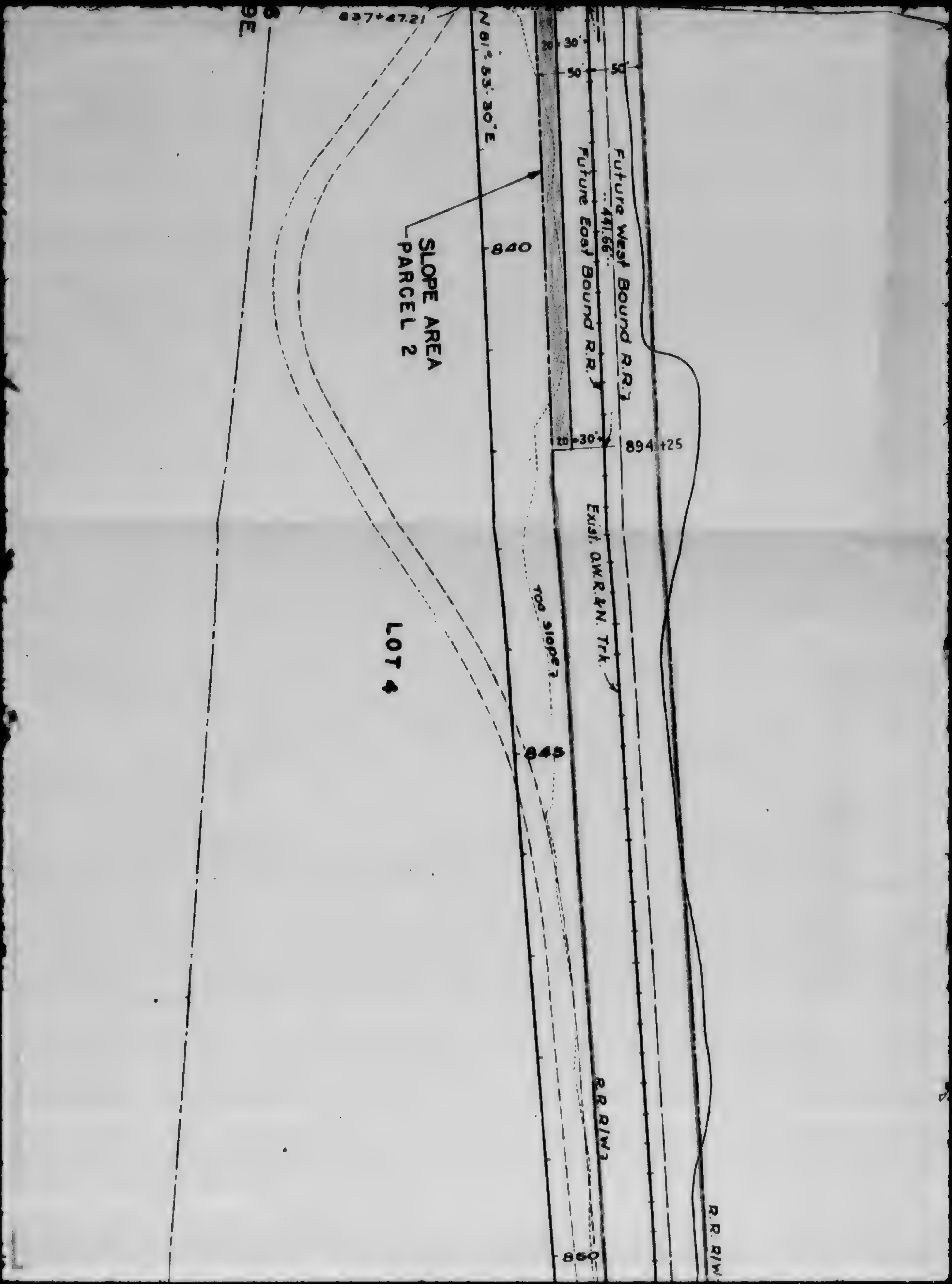
To accompany agreement with
State of Oregon covering easements
for relocated Columbia River Highway
Scale: 1" = 100'
Office of Chief Engineer
Omaha, Nebr., June 6, 1950
C.E. Dwg. No. 80297

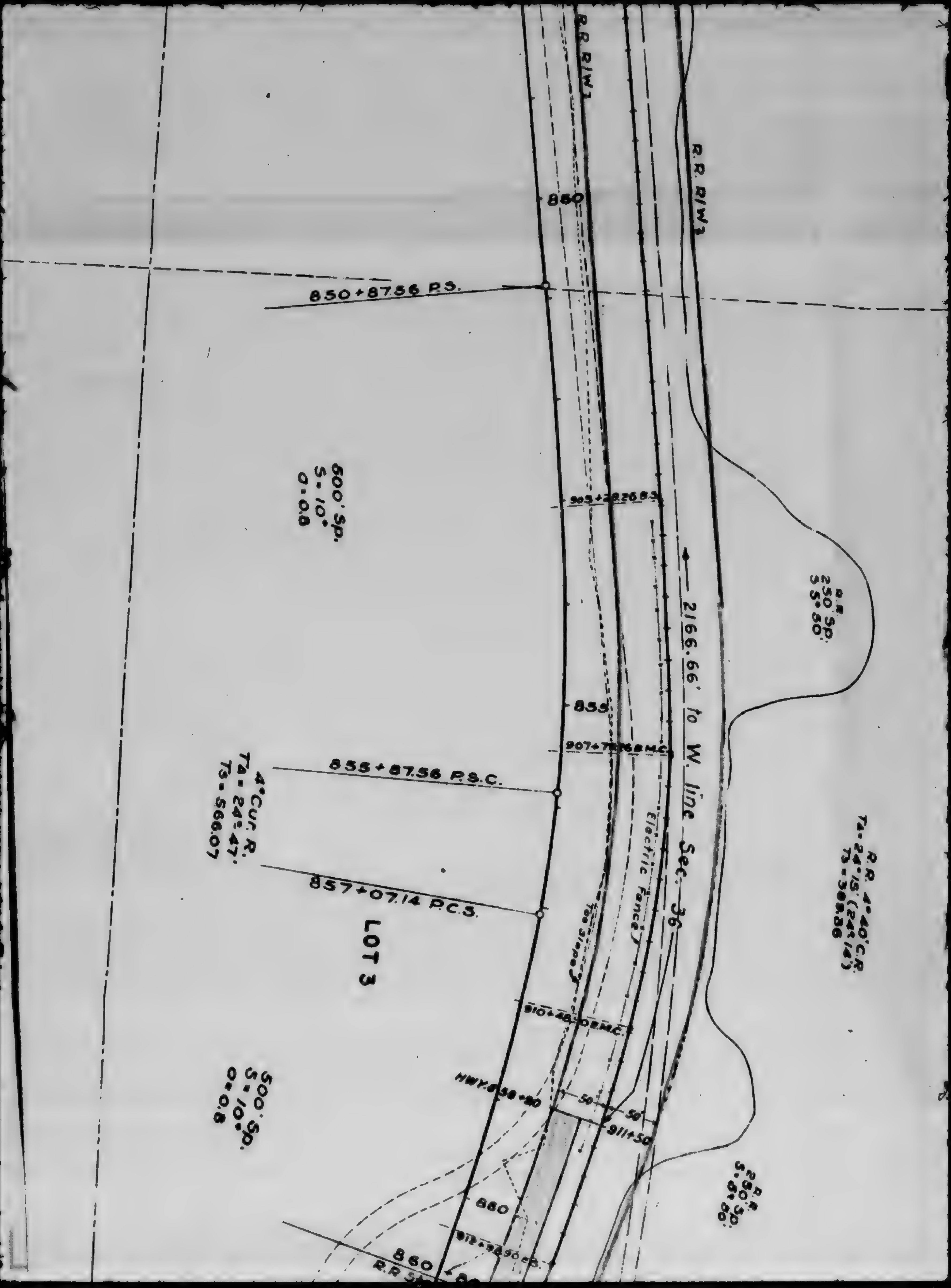

TO PORTLAND
℄ Orig. Main Trk.
℄ Exist. Trk.
857+62.5 P.T. Orig. M.T.
Δ 31° 43' 10°00'C
100
R.R. R/W
859+08.0 P.C. Orig. M.T.
10°00'C
800
N 81° 53' 00" E
Existing
Δ 25° 48' Orig. M.T.
861+66.0 P.T.
50'
50'
862+17.4
862+77.5 P.C. Orig. M.T.
10°00'C
854+61.9 B.M.C.
100
+72
31'
19'
854+90
+50
805
SLOPE AREA PARCEL
Toe slope
858+99
O.W.R. & N. Co. (Union Paci
806
807
80'
19'
858+25
31'
+50
P.T. Orig. M.T.
R.R. 6°06' C.L.
TA 46°36' (46°34' 40")
W.T. 525.38
E.T. 484.02
U.P. R.R. Proposed W
Eq
LOT 3
Cur. R.
NE¼ SW¼ SEC. 35
T.3N., R.9E., W.M.

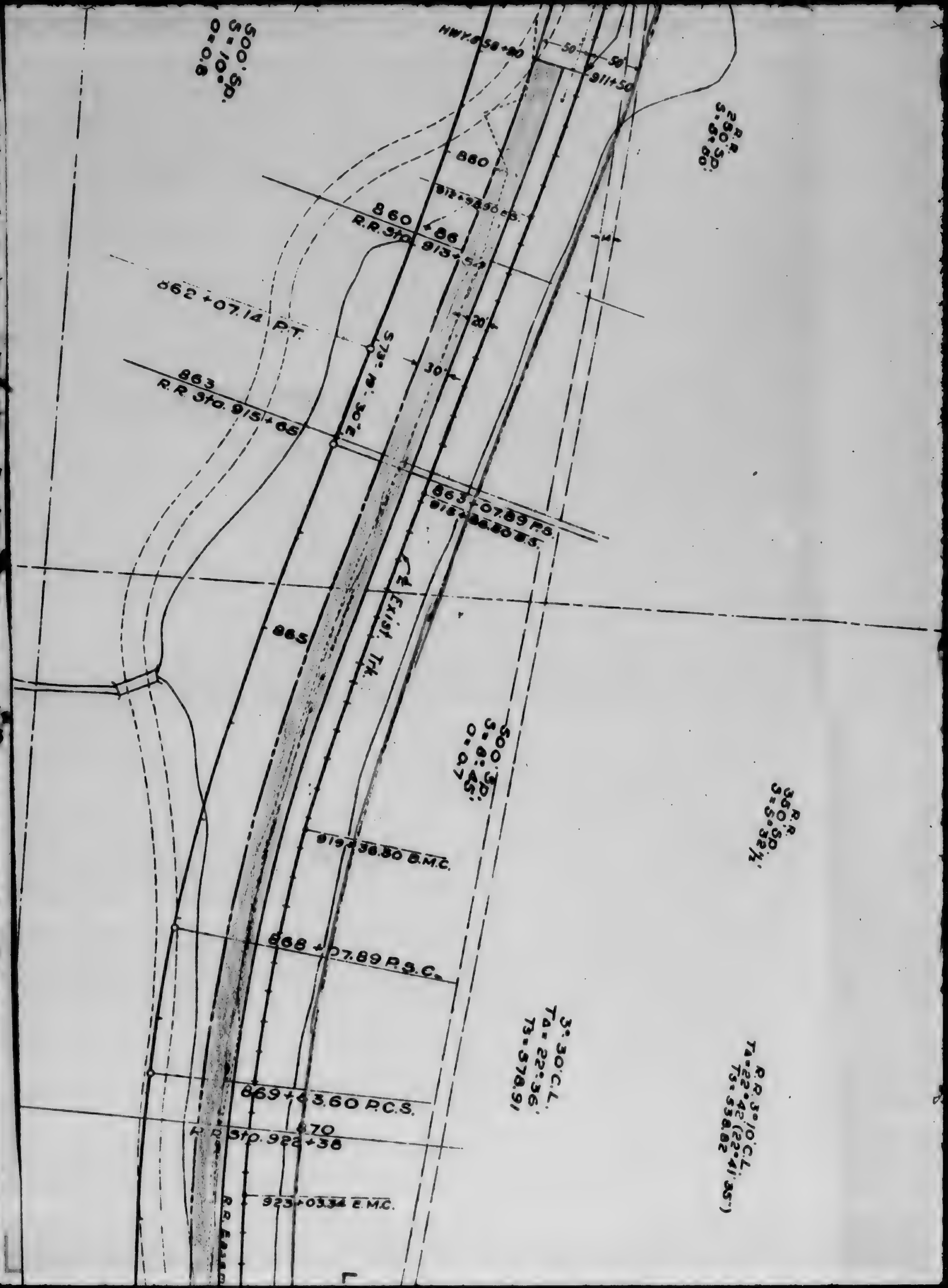

3
¼ SEC. 35
R.9E., W.M.
PE AREA
CEL
805
806
807
810
815
slope 7
O.W.R.R. & N. Co. (Union Pacific) R.R.
858+25
+50
80'
19'
31'
ENCROACHMENT
3158.34
Columbia River
RELOCATED
U.P.R.R. Proposed West Bound Track
East Bound Track
R.R. 6°06' C.L.
Ts=46°36' (46°34'40")
W.T. 825.38
E.T. 484.02
868+97.5 P.T. Orig. M.T.
Δ 62°00'
75'
50'
860+85.56 E.M.C.
183.5P.
S=4°40'
861+00
861+79.88 E.C.
2883.34
862+51.18 B.S.
872+92.0 P.C.
6°00' C Orig. M.T.
340.5P.
S=10°29'
℄ Orig. Main Trk.
to E. line Sec. 35
865+91.18 B.M.C.
R.R. R/W
R.R. 6°10' C.R.
Ts=47°18' (47°17'58")
T.S. 679.50
Δ 53°36'
879+62.0 P.T. Orig. M.T.

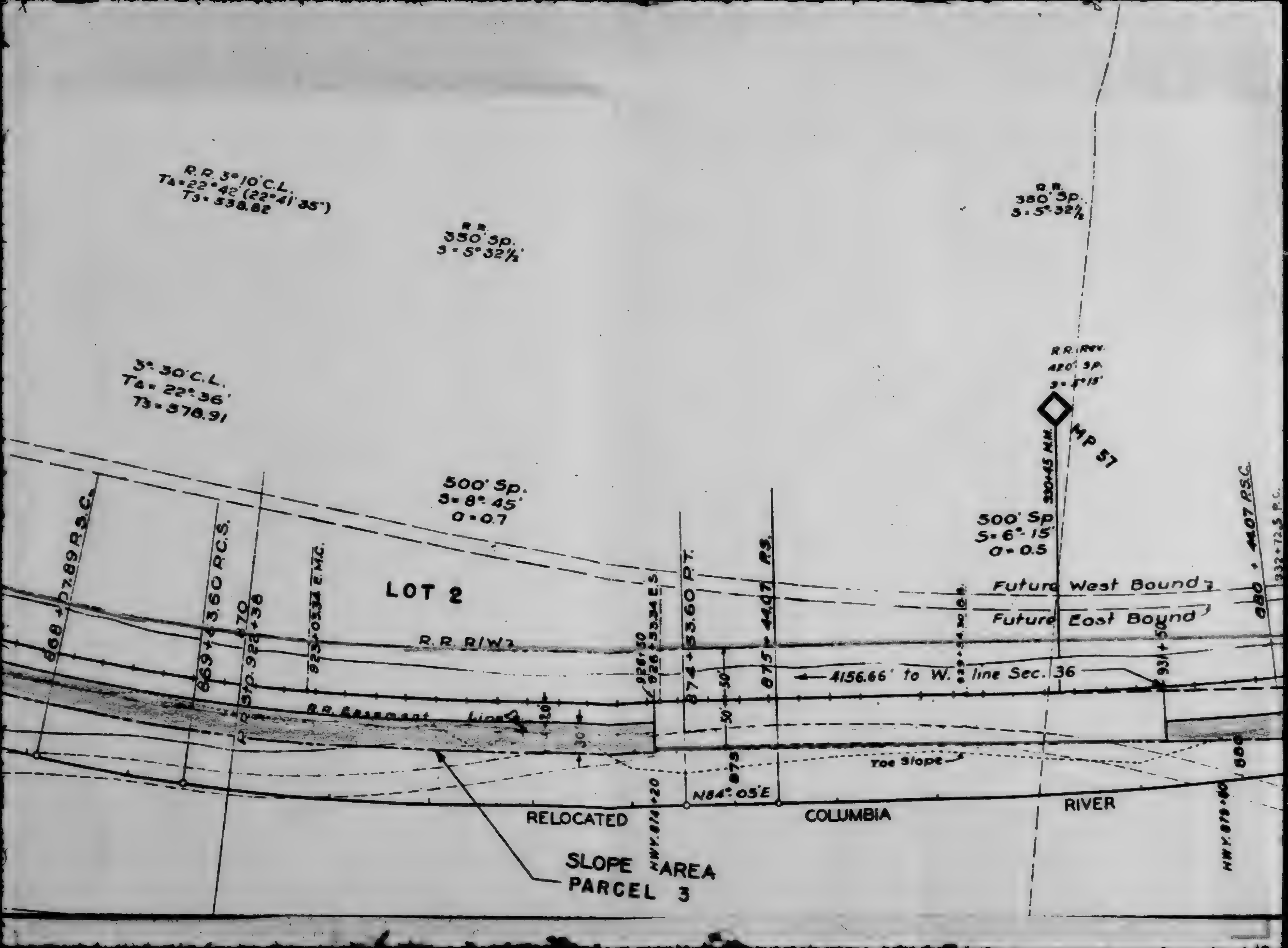

10° C.R.
(47°17.36')
679.30
R/W
Δ 53° 36'
879+62.0 P.T. Orig. M.T.
870+18.20 E.M.C.
COLUMBIA
RIVER
HIGHWAY
River
Highway
820
825
340' S.P.
S=10°20'
873+58.20 E.C.S.
80'
75'
O.W.R. & N. Co.
876+77.80 B.S.
877+05 M.M.
M.P. 56
Toe Slope
1° Cur. L.
888+74.0 P.C.
4°00' C Orig. M.T.
380' S.P.
S=8°32½'
75'
80'
880+27.80 B.M.C.

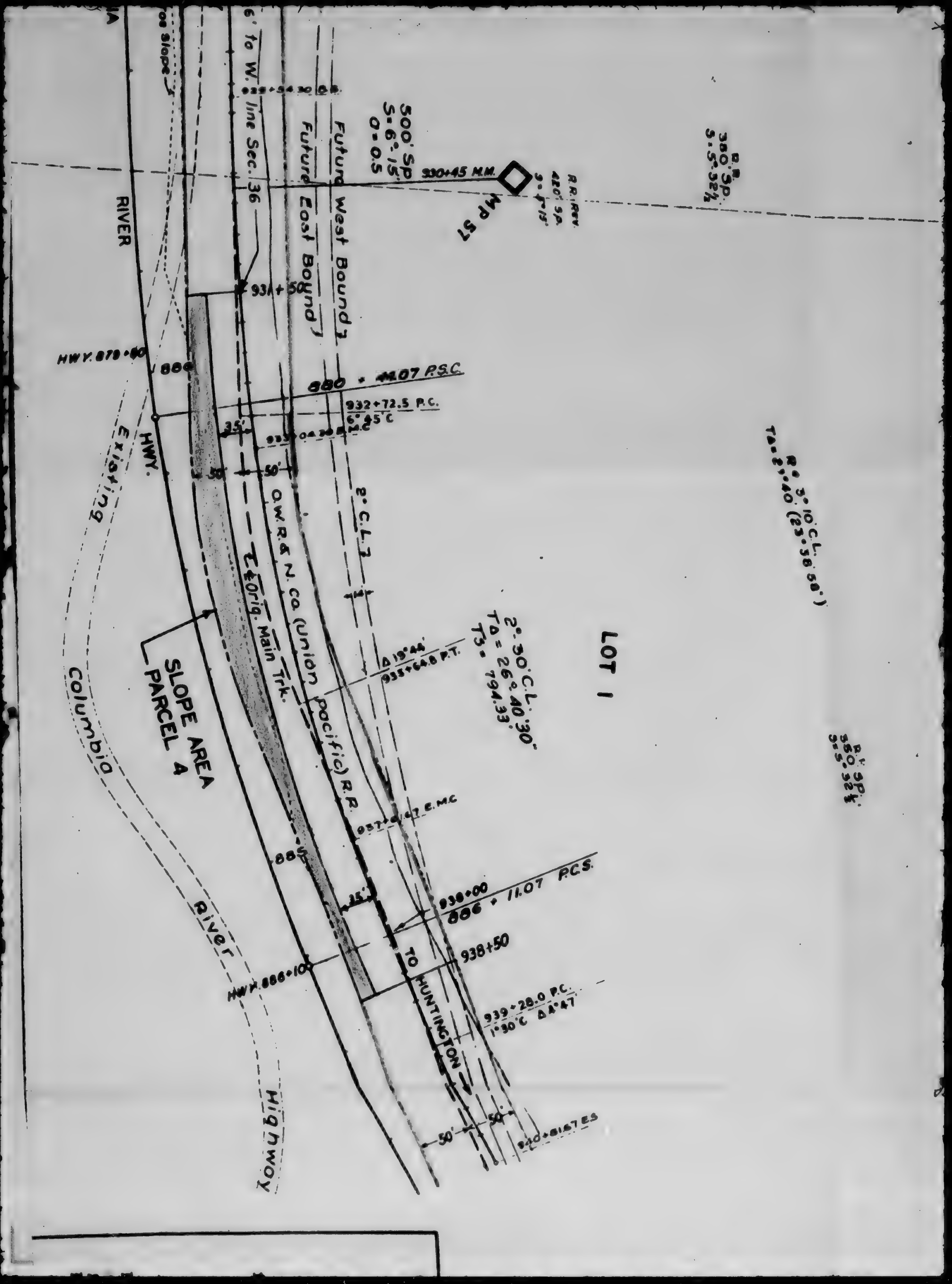

75'
80'
880+27.80 E.M.C.
R.R. 3°10' C.L.
T=18°27' (18°27'40")
T=469.36
LOT 1
830
882+60.43 E.M.C.
Δ18°42' Orig. M.T.
893+41.7 P.T.
R.R.
350' Sp.
S=5°32½
℄ Orig. Main Trk.
886+10.43 E.S.
835
N 81°53'20"E
81°53'10"
N 81°55'00"E
82°31'15"
50'
50'
N0°48'50"E
35
36
T.3N.
R.9E.
192.82'
837+47.21
113.46'
R.R. 889+83.34
N 81°53'30"E
20'
30'
50'
50'
Future
Future


8
9E.
837+47.21
N 81° 53' 30" E
20
30'
50'
50'
Future West Bound R.R.
441.66'
Future East Bound R.R.
SLOPE AREA
PARCEL 2
840
20
30'
894+25
Exist. O.W.R.&N. Trk.
Too slope
LOT 4
845
R.R. R/W
R.R. R/W
850


R.R. R/W
R.R. R/W
860
850+87.56 P.S.
600' Sp.
S-10°
0-0.8
905+28.26 B.S.
2166.66' to W. line Sec. 36
R.R.
250' Sp.
S-5°50'
855
907+72.68 M.C.
855+87.56 P.S.C.
4° Cur. R.
Ta-24°47'
Ts-566.07
857+07.14 P.C.S.
Electric Fence
Toe Slope
R.R. 4°40' C.R.
Ta-24°15' (24°14')
Ts-309.86
LOT 3
910+48.02 M.C.
HWY. 858+90
50'
50'
911+50
500' Sp.
S-10°
0-0.8
R.R.
280' Sp.
S-8°00'
860
912+92.50 C.S.
860
R.R. St


300' S.P.
S=10.0'
O=0.8
HWY. 858+80
50'
50'
911+50
R.R.
250' S.P.
S=5.80'
860
912+92.90 E.S.
860+86
R.R. Sta. 913+54
862+07.14 P.T.
20'
30'
S 73° 11' 30" E
863
R.R. Sta. 915+65
863+07.89 P.S.
915+86.80 B.S.
℄ Exist. Trk.
865
300' S.
S=8.45'
O=0.7
R.R.
360' S.P.
S=5.32½'
919+36.80 E.M.C.
868+07.89 P.S.C.
3° 30' C.L.
TA=22°36'
TS=378.91
R.R. 3° 10' C.L.
TA=22°42' (22°41'35")
TS=358.82
869+43.60 P.C.S.
870
R.R. Sta. 922+38
923+03.34 E.M.C.
R.R. E.S.


R.R. 3°10' C.L.
T_Δ = 22°42' (22°41'35")
T_S = 338.82
R.R. 350' Sp. S = 5°32½'
R.R. 380' Sp. S = 5°32½'
3°30' C.L.
T_Δ = 22°36'
T_S = 378.91
R.R. Rev. 420' Sp. S = 5°15'
MP 57
330+45 M.M.
500' Sp. S = 8°45' O = 0.7
500' Sp. S = 6°15' O = 0.5
868 + 07.89 R.S.C.
869 + 43.60 P.C.S.
870
R.R. Sta. 922 + 38
923 + 03.34 E.M.C.
LOT 2
R.R. R/W
926 + 50
926 + 53.34 E.S.
874 + 53.60 P.T.
875 + 44.07 P.S.
929 + 54.30 B.S.
Future West Bound
Future East Bound
880 + 44.07 P.S.C.
932 + 72.5 P.C.
4156.66' to W. line Sec. 36
931 + 50
R.R. Easement Line
20'
30'
50'
50'
875
Toe Slope
880
HWY. 874 + 20
N84°05'E
HWY. 879 + 80
RELOCATED COLUMBIA RIVER
SLOPE AREA PARCEL 3


SLOPE AREA PARCEL 4
LOT 1
O.W.R.& N. Co. (Union Pacific) R.R.
℄ Orig. Main Trk.
Future West Bound
Future East Bound
6' to W. line Sec. 36
RIVER
HWY.
Existing Columbia River Highway
TO HUNTINGTON
M.P. 57
500' SP S=6°15' 0-0.5
930+45 M.M.
R.R. Rev. 420' SP. S=5°15'
R.R. 380' SP. S=5°32½
R.R. 350' SP. S=5°32½
R=3°10' C.L. Ta=2340 (23°38'58")
2°30' C.L. TΔ=26°40'30" T3=794.33
2° C.L.
Δ19°44'
931+50
932+72.5 P.C. 6°45' C
880 + 41.07 P.S.C.
HWY. 879+40
886
885
35'
50'
935+64.8 P.T.
937+61.67 E.M.C.
938+00
886 + 11.07 P.C.S.
938+50
HWY. 886+10
939+28.0 P.C. 1°30' C Δ Δ°47'
940+81.67 E.S.
50'

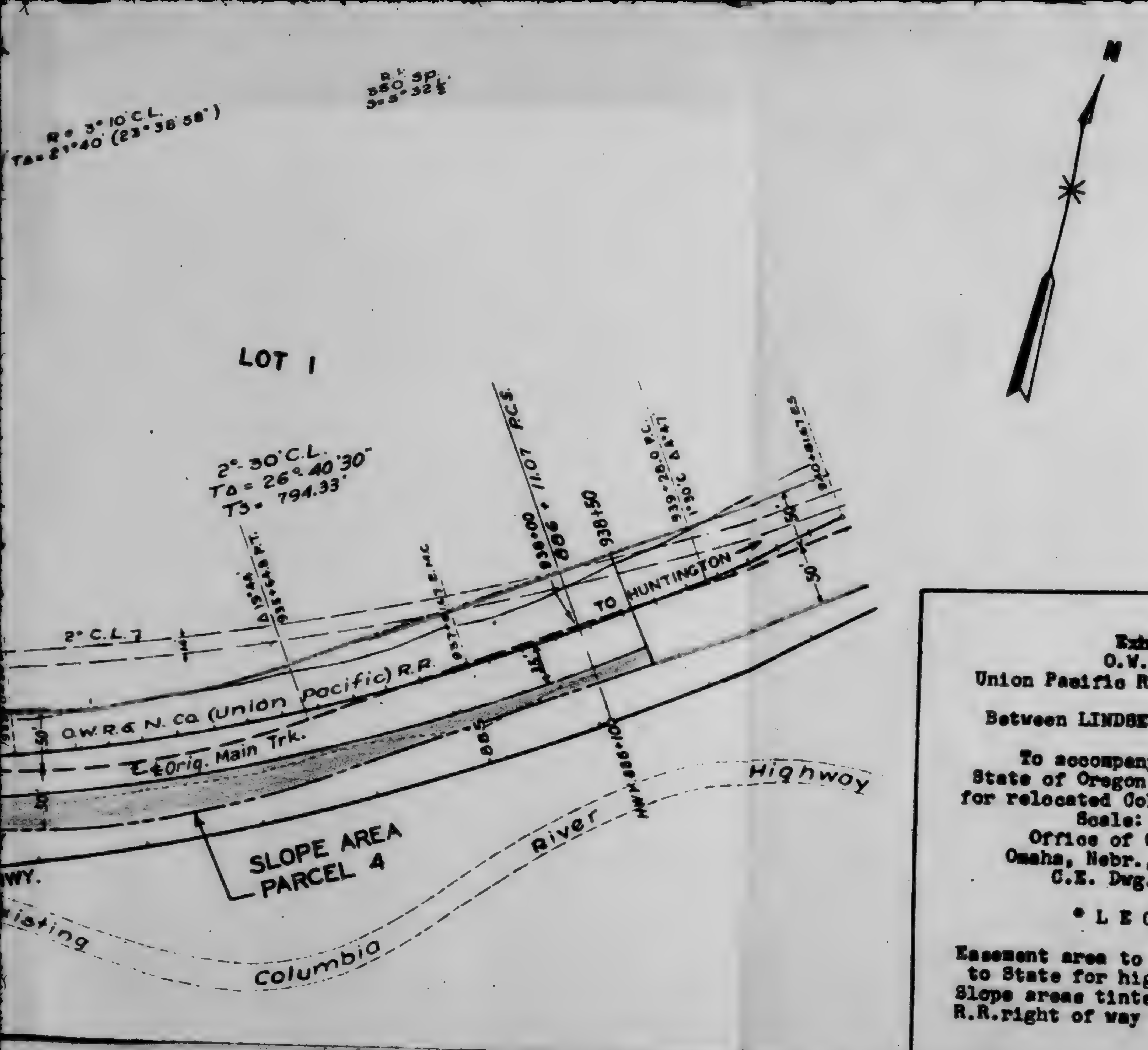

R = 3° 10' C.L.
TΔ = 21°40' (23°38'58")
R.I. SP.
350' SP.
S = 5° 32½'
N
LOT 1
2°-30' C.L.
TΔ = 26°40'30"
TS = 794.33'
Δ 13°44'
935+64.8 P.T.
2° C.L.
937+61.7 E.M.C.
938+00
886 + 11.07 P.C.S.
938+50
939+28.0 P.C.
1°30' C Δ4°47'
940+81.67 E.S.
50'
50'
35'
O.W.R.& N. Co. (Union Pacific) R.R.
℄ Orig. Main Trk.
TO HUNTINGTON
885
H.W.Y. 886+10
Highway
River
SLOPE AREA
PARCEL 4
HWY.
Existing
Columbia

Exhibit "A"
O.W.R.& N. Co.
Union Pacific Railroad Co. (Lessee)

Between LINDSEY and MENO, OREGON

To accompany agreement with
State of Oregon covering easements
for relocated Columbia River Highway
Scale: 1" = 100'
Office of Chief Engineer
Omaha, Nebr., June 6, 1950
C.E. Dwg. No. 80297

• L E G E N D •

Easement area to be granted
to State for highway tinted . . Yellow
Slope areas tinted . . . . Green
R.R. right of way outlined . . . . .Red

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3396	12-final	Parker-Schram Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
2285	R-33958	$ 9,370.21	2/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: None

Completion Date: Aug. 2, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

2-21-53

RECEIVED
FEB 7 1952
FOR FILING

[illegible]

3396

February 6, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

On October 15, 1951 we advised that final payment would be released to Parker-Schram Company in connection with contract No. 3396, covering the Viento Park-Wygant Park Section of the Columbia River Highway, on or after October 25, 1951. This payment was to have been in the sum of $8,874.10.

Please be advised that a revised final payment will be released to the contractor immediately in the amount of $9,370.31. The revised total contract amount is $278,540.01, of which amount $2,191.97 represents force account items.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

2-6-52, gl

RECEIVED
FOR FILING
FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1951

SUBJECT: Viento Park-Wygant Park Section
of Columbia River Highway

To:

~~Mr. A. V. Benedict~~
~~Resident Engineer~~
~~State Highway Department~~
~~Box 420~~
~~The Dalles, Oregon~~

Dear Sir:

I am enclosing four copies of Union Pacific Railroad Company's Bill No. 511192 covering work on the above project from October 1950 through August 1951. These are for your check and approval. Please return three copies of the bill, with the cost statements attached, through your division office for their approval.

Very truly yours,

C. V. Jonasson
Assistant Bridge Office Engineer

CVJ/ds
Encl.

cc W. E. Chandler
W. C. Williams ✓

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FORM [illegible]
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

File

November 14, 1951

91-1

(Letter)
PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Viento Park-Wygant Park Section of Columbia River Highway.

Herewith in quadruplicate is Railroad Bill No. 511192 in the amount of $6,982.29, covering a partial billing of the expenses incurred by the Railroad on the above project. The bill appears to be substantially correct; however, any corrections found necessary will be adjusted on future billings.

Yours truly,

LW Althof
L. W. Althof

NOTED
W. C. WILLIAMS

NOTED
C. V. JONASSON

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OREGON
STATE HIGHWAY COMMISSION

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Octob 26, 1951 R. H. Baldock

FINAL COST ANALYSIS
Viento - Wygant Park

Contract #3396 Grading , Surfacing and Bituminous Macadam
Contractor - Parker Schram Co. Prefix 14-1009
FI 174 (8) Resident Engineer - A. V. Benedict

OTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 8,938.84	$ 8,250.00
Struct. Exc.	224.6	Cu. Yds.	5.00	2.99	671.09	1,123.00
Trench Exc.	37.5	" "	2.00	4.73	177.61	75.00
Borrow Exc.	10,403.9	Cu. Yds.	.45	.467	4,858.36	4,681.76
General Exc.	210,986	" "	.95	.685	144,616.28	200,436.70
Short Overhaul	295,832	Yd. Sta.	.01	.01	2,958.32	2,958.32
Long Overhaul	922.3	C.-Yd. Sta.	.60	.60	553.38	553.38
Fin. R/B & Slopes	1.16	Mile	750.00	686.62	794.17	870.00
Rounding Cutbanks	1860	L. F.	.20	.106	198.16	372.00
18" Corr. Metal Pipe	576	" "	3.90	2.83	1,630.51	2,246.40
18" " " " Ext.Str.	506	" "	4.60	3.64	1,841.48	2,327.60
24" " " " " "	144	" "	7.20	6.72	967.57	1,036.80
Reshaping Slopes With Dozer	29	Hours	12.50	8.65	251.07	362.50
Metal Guard Rail	3236.5	L. F.	3.00	1.94	6,285.45	9,709.50
Concrete Sight Posts	16	Each	12.00	8.19	131.03	192.00
2"-0 Rock in Subbase	8316	Cu. Yds.	1.50	1.37	11,354.31	12,474.00
4½"-1½" Rock in Base	5343	" "	1.75	1.06	5,673.76	9,350.25
3/4"-0" " " "	2486	" "	2.75	3.03	7,543.91	6,836.50
3/4"-0" " " Level Course & Shoulders	1658	" "	2.75	3.38	5,604.72	4,559.50
Sprinkling	710.5	M/Gal.	2.00	1.44	1,024.94	1,421.00
Prep. of Base	1.16	Mile	250.00	211.88	245.78	290.00
Furn. & Place Aggr.	655	Cu. Yds.	4.00	4.25	2,784.46	2,620.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Furn. & Place Rc-3 Asphalt	33.55	Ton	$38.50	$30.41	$ 1,020.24	$ 1,291.68
" " " 150-200 "	28.84	"	37.50	28.77	829.77	1,081.50
" " " RS-1 Emul. Asph.	17.72	"	45.00	32.17	570.12	797.40
Force Account					2,058.63	2,127.01
					$213,583.96	$278,043.80

Gross Revenue	$278,043.80
Total Cost	213,583.96
Profit	$ 64,459.84

Net Profit Equals 23.2% of Gross Revenue

Viento Park - Wygant Park
Contract #3396

Detail of Cost

Labor:						
Supervision					$ 5,997.43	
Labor					75,718.53	
Labor Insurance					6,096.01	
						$ 87,811.97
Materials:						
Ready Mix Conc.	4	c.y.	at	$16.00	$ 64.00	
Rein. Steel	145	lbs.	"	.0705	10.19	
Struct. Steel	95	"	"	.037	3.50	
6" Perf. Metal Drain Pipes & Bands	160'			2.38	170.40	
18" Corr. Metal Pipe	576'		"		1,370.88	
18" " " Ex.Str.	506		"	2.81	1,421.86	
24" " " " "	144'		"	4.76	685.44	
18" " " Bands	52		"	4.08	215.66	
24" " " "	10		"	5.04	50.36	
Conc. Sight Posts	16		"	5.28	84.48	
Metal Guard Rail & Posts & Endwings	3236.5'			1.385	4,484.93	
Water Pipe & Fittings					65.31	
Catch Basin Grates & Frames					120.40	
RC-3 Asphalt	3355	tons	"	23.00	771.65	
150-200 Asphalt	28.84	"	"	21.00	605.64	
RS-1 Emulsion	17.72	"	"	24.50	434.14	
Freight on Asphalt	80.11	"	"	2.70	216.30	
						$ 10,775.14
Equipment Rentals & Misc. Supplies:						
Equipment Rental					68,346.29	
Gas, Oil, & Grease					11,120.96	
Bond					2,050.83	
Small Tools & Misc. Supplies					3,678.00	
P L & P D Ins.					682.33	
Explosives					16,270.71	
Move In Freight & Cartage					4,325.00	
Rail Road Bond					200.00	
Home Office & Overhead					8,324.84	
						114,998.96
Total Cost						$213,586.07

VIENTO PARK - WYGANT PARK
Contract #3396

Remarks:

This was a Federal Aid Project for the grading and oiling of 1.16 miles of Highway on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County.

This project was bid and awarded August 22, 1950, work started September 20, 1950, and project completed August 2, 1951.

The contractor moved in a D-8 cat and clearing dozer and a small crew of about five men on September 20, and started the clearing, the clearing was practically all hand labor due to the high rock slopes where mechanized equipment could not be used, there was a small loss on the clearing.

Grading work was started October 9, 1950, and was carried on through the winter except for short intervals when weather was extremely bad. Grading was finished in July, 1951. The material consisted of about 85% solid rock and 15% earth and loose rock. Part of the solid rock was ripped and moved with cats and dozers and also some of the rock that was drilled and blasted was moved with cats and dozers. Tractor equipment was used wherever practical, and four D-8 tractors, three dozers, two-15 c.y. scrapers, and two D-W 10 tractors and scrapers were used on the grading.

Most of the solid was drilled and blasted and moved with a 2½ c.y. N. W. shovel and three-12 c.y. Euclid trucks. The rock was seamed and some trouble was encountered by sticking drill steel. The material shot up in small fragments like dice rock, and was easy to handle. Three compressors and from six to nine jackhammers were used. 94,800 pounds of explosives were used to blast approximately 180,000 c.y. of rock or about ½ pound per cu. yd.

Traffic through the job was handled on detours where necessary with a minimum of delay to traffic or to operations.

A good profit was made on general excavation as the material and traffic was less difficult than anticipated.

The contractor moved in a Diamond Portable Rock Crushing Plant and a 3' gyratory primary crusher in January, 1951. A dice rock roadway cut at Station 795 provided the quarry rock. The crusher operated fairly steady while making and stockpiling the 2"-0" rock base material, but when crusher started on the 3/4"-0" material it began to give trouble breaking down frequently, and two crushers had to be replaced. After much delay the 3/4"-0" and the oil aggregate was finished in June, 1951. In the meantime some excellent material was found in the cut at Station 813 and a screening plant was setup to produce the 4½"-1½" rock for the base. The material was fed to the screening plant with a D-8 cat and dozer, part of the material was hauled and placed on the road and the balance of the material was stockpiled at the plant until the road was prepared for the material. An excellent profit was made on the screened material and a small loss was suffered on the material produced by the crushing plant.

The contractor moved in the oiling equipment consisting of a distributor, 1-blade, 1-roller, 1-D-4 overhead loader, and 3-5 c.y. trucks for hauling aggregate, and one transport for storing asphalt on July 12, started oiling July 13, and completed the oiling July 20, 1951. A small profit was made on the oiling.

The contractor started placing the guard rail July 6, with a crew of seven men and one truck and completed the guard rail including the painting August 4, 1951.

The contractor had fair bid prices, good equipment with the exception of the curshing plant, excellent supervision and realizing a good profit.

E. H. Clymer
Chief Cost Analyst

By . . . . George Kayser

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OCT [illegible] 1951
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[illegible]

October 15, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3396 for work performed on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County was completed by the contractor, Parker-Schram Company, on August 2 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $8,874.10 will be made to the contractor on or after October 25, 1951. The total contract amount is $278,043.80, of which amount $2,127.01 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

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FI - 174 (2)

3316

September 21, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Parker-Schram Company on contract No. 1396, for grading and surfacing on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County. This payment, in the amount of $49,370.40, will be made on or after October 1, 1951. The retained percentage is $8,324.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

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AUG 14 1951
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August 6, 1951

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 2, 1951 on Contract No. 3396, Viento Park-Wygant Park Section, in connection with Federal Aid Project No. FI-174 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrell

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 4, 1951, 19

Section Viento Park - Wygant Park

Kind of work Grading and Oil Mat Surfacing

Highway Columbia River

Section prefix 14-1009

Contractor Parker - Schram Co

Contract number 3396

Date of contract Aug. 22, 1950, 19

Date of completion Oct. 31, 1951, 19

Date work started Sept. 20, 1950, 19

Estimated date of completion ...., 19

Amount of contract $274,110.00

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $277,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $20,050, 7.3 %

Date project was completed Aug. 2, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed painting of guard rail Thursday.

Project completed

FINAL REPORT.

NOTED
H. W. LIBBY

RECEIVED
AUG 6 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed A V Benedict

Address Box 410, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.16	1.16		1.16	
Miles partially completed					
Miles completed	1.16	1.16		1.16	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Windy		
Friday	Windy		
Saturday	Windy		

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OREGON
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WASHINGTON
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-174(8)
Viento Park-Wygant Park Sec.

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tron

State Oregon
Project No. FI-174(8)

Federal Aid
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of August, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighty-one thousand and 00/100 dollars ($181,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ......

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 784+20 at the west boundary of Section 35, T-3-N, R-9-E, W.M., and survey station 845+50 in the NW 1/4, Section 36, T-3-N, R-9-E, W.M., without exception, length 1.161 miles, in Hood River County, being Oregon Federal Aid project No. FI-174(8), consisting of 1.161 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~aggregating~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighty-one thousand and 00/100 dollars ($ 181,000.00), which does not exceed the authorized Federal pro rata share of three hundred one thousand five hundred twenty-one and 00/100 dollars ($ 301,521.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

THE OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
H B Glaisyer
SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

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MAY 31 1951
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File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 22, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The agreement between the Union Pacific Railroad Company and the State and county in connection with Oregon Project FI-174(8), Viento Park-Wygant Park, appears to be generally satisfactory.

We believe it is your understanding that any payments you may make directly to the railroad for flagging (except flagging neccesitated by work performed by the railroad) must be non-participating. Similarly, we cannot participate in any payment to the railroad for insurance provided for by Section 7(b) of the agreement.

Section 4(a) refers to General Administrative Memorandum No. 300 as well as No. 299. We believe the differences are unimportant, but that Western Union work properly is governed by No. 299.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

Copy to Probert.

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[illegible]

May 11, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Viento Park- Wygant Park Section, Project Number FI-174 ~~([illegible])~~. (8)

Under separate cover we are sending four copies of agreement with the Union Pacific Railroad Company concerning encroachments on their property by the highway roadbed.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

JWH:plc

encl.

Oregon State Highway Department　　　　Federal Aid Project No. FI-174 (8)

VIENTO PARK-WYGANT PARK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1951

Type Code 3210

Roadway (Sta. 784+20 to 845+50)

All Required		Clearing and Grubbing		$ 8,250.00
130	cu. yds.	Structural Excavation, Unclassified	$ 5.00	650.00
140	cu. yds.	Trench Excavation, Unclassified	2.00	280.00
24,800	cu. yds.	Borrow Excavation, Unclassified	0.45	11,160.00
202,000	cu. yds.	General Excavation, Unclassified	0.95	191,900.00
283,000	yd. sta.	Short Overhaul	0.01	2,830.00
1,900	C-yd. sta.	Long Overhaul	0.60	1,140.00
1.16	miles	Finishing Roadbed and Slopes	750.00	870.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.00	1,000.00
610	lin. ft.	18" Corrugated Metal Pipe	3.90	2,379.00
560	lin. ft.	18" Corrugated Metal Pipe, Extra Strength	4.60	2,576.00
160	lin. ft.	24" Corrugated Metal Pipe, Extra Strength	7.20	1,152.00
100	hours	Reshaping Slopes With Bulldozer	12.50	1,250.00
2,700	lin. ft.	Metal Guard Rail	3.00	8,100.00
16	only	Concrete Sight Posts	12.00	192.00
8,300	cu. yds.	2" - 0 Rock in Subbase	1.50	12,450.00
5,300	cu. yds.	4½" - 1½" Rock in Base	1.75	9,275.00
2,400	cu. yds.	3/4" - 0 Rock in Base	2.75	6,600.00
1,600	cu. yds.	3/4" - 0 Rock in Leveling Course and Shoulders	2.75	4,400.00
500	M-gal.	Sprinkling	2.00	1,000.00
1.16	miles	Preparation of Base	250.00	290.00
560	cu. yds.	Furnishing and Placing Aggregates	4.00	2,240.00
26	tons	Furnishing and Placing RC-3 Asphalt	38.50	1,001.00
30	tons	Furnishing and Placing 150-200 Asphalt	37.50	1,125.00
20	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	900.00
			Subtotal	$274,110.00
			10% Engr. & Cont.	27,411.00
			Total	$301,521.00

Length of Roadway 1.161 miles
Cost per mile $259,708.00

Federal Aid Funds- -	$181,000.00
State Funds- -	120,521.00
	$301,521.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

August 16, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate to accompany plans and specifications for the Viento Park-Wygant Park Section, Project No. FI-174 (8), in which estimate the unit price for the item, "Borrow Excavation, Unclassified" has been changed.

We are also enclosing six copies of revised special provision page number 4, one copy of which has been marked to indicate the changes made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JHM:cw

Encl.

Oregon State Highway Department — Federal Aid Project No. FI-174 (8)

VIENTO PARK-WYGANT PARK SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 16, 1950

Type Code 3210
Roadway (Sta. 784+20 to 845+50)

All Required		Clearing and Grubbing		$ 10,000.00
130	cu. yds.	Structural Excavation, Unclassified	$ 4.00	520.00
140	cu. yds.	Trench Excavation, Unclassified	4.00	560.00
24,800	cu. yds.	Borrow Excavation, Unclassified	0.75	18,600.00
202,000	cu. yds.	General Excavation, Unclassified	1.10	222,200.00
283,000	yd. sta.	Short Overhaul	0.02	5,660.00
1,900	C-yd. sta.	Long Overhaul	0.50	950.00
1.16	miles	Finishing Roadbed and Slopes	700.00	812.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.50	1,500.00
610	lin. ft.	18" Corr. Metal Pipe	3.50	2,135.00
560	lin. ft.	18" Corr. Metal Pipe, Extra Strength	4.00	2,240.00
160	lin. ft.	24" Corr. Metal Pipe, Extra Strength	5.50	880.00
100	hours	Reshaping Slopes with Bulldozer	10.00	1,000.00
2,700	lin. ft.	Metal Guard Rail	2.50	6,750.00
16	only	Concrete Sight Posts	9.00	144.00
8,300	cu. yds.	2" - 0" Rock in Subbase	2.00	16,600.00
5,300	cu. yds.	4½" - 1½" Rock in Base	2.10	11,130.00
2,400	cu. yds.	3/4" - 0" Rock in Base	2.25	5,400.00
1,600	cu. yds.	3/4" - 0" Rock in Leveling Course and Shoulders	2.25	3,600.00
500	M-gal.	Sprinkling	2.50	1,250.00
1.16	miles	Preparation of Base	200.00	232.00
560	cu. yds.	Furnishing and Placing Aggregates	4.00	2,240.00
26	tons	Furnishing and Placing RC-3 Asphalt	42.00	1,092.00
30	tons	Furnishing and Placing 150-200 Asphalt	40.00	1,200.00
20	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	900.00
			Subtotal	$318,695.00
			10% Engr. & Cont.	31,869.50
			Total	$350,564.50

Length of Roadway 1.161 miles
Cost per mile $301,950.47

Federal Aid Funds- -	$210,000.00
State Funds- -	140,564.50
	$350,564.50

August 4, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate, four copies of right of way statement and one copy of program change form to accompany plans and specifications for the Viento Park-Wygant Park Section Project No. FI-174 (8).

Also are being sent seven copies of small scale plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JHN:sw

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

August 3, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

November 14, 1949
(Date of approval)

COUNTY Hood River

(3rd Supplemental)

Route No. FA-1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	82	FI-174 (8)	Viento to Wygant Park	Survey-Plans					Gr., Dr., 2-lane Intermediate-type Surfacing
				Right-of-Way					
				Construction	368,000	218,000	150,000		
				TOTAL	368,000	218,000	150,000	1.38	
REQUESTED REVISION	82	FI-174 (8)	Same	Survey-Plans					Gr., Dr., 2-lane Low-type Surfacing
				Right-of-Way					
				Construction	368,000	218,000	150,000		
				TOTAL	368,000	218,000	150,000	1.161	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date August 3, 1950

By R. H. Baldock
(State Highway Engineer)

Reason for change: To postpone placing of heavier type pavement until construction of an adjacent section (to be contracted in near future). It is anticipated resulting longer paving project will result in lower paving costs.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—51050-1

Oregon State Highway Department Federal Aid Project No. FI-174 (8)

VIENTO PARK-WYGANT PARK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1950

Type Code 3210
Roadway (Sta. 784+20 to 845+50)

All Required		Clearing and Grubbing		$ 10,000.00
130	cu. yds.	Structural Excavation, Unclassified	$ 4.00	520.00
140	cu. yds.	Trench Excavation, Unclassified	4.00	560.00
24,800	cu. yds.	Borrow Excavation, Unclassified	0.50	12,400.00
202,000	cu. yds.	General Excavation, Unclassified	1.10	222,200.00
283,000	yd. sta.	Short Overhaul	0.02	5,660.00
1,900	C-yd. sta.	Long Overhaul	0.50	950.00
1.16	miles	Finishing Roadbed and Slopes	700.00	812.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.50	1,500.00
610	lin. ft.	18" Corr. Metal Pipe	3.50	2,135.00
560	lin. ft.	18" Corr. Metal Pipe, Extra Strength	4.00	2,240.00
160	lin. ft.	24" Corr. Metal Pipe, Extra Strength	5.50	880.00
100	hours	Reshaping Slopes With Bulldozer	10.00	1,000.00
2,700	lin. ft.	Metal Guard Rail	2.50	6,750.00
16	only	Concrete Sight Posts	9.00	144.00
8,300	cu. yds.	2" - 0" Rock in Subbase	2.00	16,600.00
5,300	cu. yds.	4½" - 1½" Rock in Base	2.10	11,130.00
2,400	cu. yds.	3/4" - 0" Rock in Base	2.25	5,400.00
1,600	cu. yds.	3/4" - 0" Rock in Leveling Course and Shoulders	2.25	3,600.00
500	M-gal.	Sprinkling	2.50	1,250.00
1.16	miles	Preparation of Base	200.00	232.00
560	cu. yds.	Furnishing and Placing Aggregates	4.00	2,240.00
26	tons	Furnishing and Placing RC-3 Asphalt	42.00	1,092.00
30	tons	Furnishing and Placing 150-200 Asphalt	40.00	1,200.00
20	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	900.00
			Subtotal	$312,495.00
			10% Engr. & Cont.	31,249.50
			Total	$343,744.50

Length of Roadway	1.161 miles
Cost per mile	$296,076.22

Federal Aid Funds- -	$206,000.00
State Funds- -	137,744.50
	$343,744.50

VIENTO PARK-WYGANT PARK SECTION

PROJECT NO. FI-174 (8)

While negotiations for rights of way are progress, the agreement with the Union Pacific Railroad Company concerning encroachments upon their right of way has not been completely executed, but it is now believed all necessary rights of way or rights of entry will be acquired within sixteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 4, 1950

RECEIVED
APR 1[illegible] 1951
FOR FILING

FI-174(8)

33[illegible]

April 18, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the State Force Work Order sent to you with our letter of October 23, 1950, calling for the moving of three power poles on the Viento Park-Wygant Park Project, FI-174 (8), and to your letter in regard thereto dated April 17, 1951.

To close this matter out without further complication, the work of moving of the poles will be done without federal participation in cost. You may therefore approve the work order with that understanding or consider the order withdrawn.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

ON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to copies of Order for State Force Account Work, Account No. 285 LEP, forwarded with your letter of October 23, 1950 covering the moving of three power poles on Oregon Project FI-174(8), Viento Park-Wygant Park Section of the Columbia River Highway.

Approval of this order has been held up pending receipt of an agreement with the utility company. It could have been approved subject to submission of copies of such agreement before execution of the project agreement. This procedure was not followed, however, because it was thought the action might delay execution of the project agreement.

Since preparation of the project agreement estimate has apparently been delayed for other reasons it is suggested that, if you are prepared to do so, the agreement with the power company should be submitted at this time. The work order can then be approved and the project agreement estimate may include an item for pole moving. Otherwise, we suggest the project agreement estimate be submitted (including no item for pole moving) after which the work order will be approved subject to later submission of copies of the utility agreement.

If you anticipate any difficulty in securing the utility agreement, you may prefer to reimburse the power company for the work without federal participation.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
APR 18 1951
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

RECEIVED
OCT 25 1950
FOR FILING

FI-174 (8)

3396

October 23, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the moving of three power poles on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County, Contract No. 3326, in connection with Federal Aid Project No. FI-174 (8).

These poles were originally on private property. It is necessary to move them on account of the new construction. Work will be done by the Pacific Power & Light Co.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
[illegible]

RECEIVED
FOR FILING

47-174(8)

3396

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 17, 1950

Mr. George Brown
Superintendent
Parker-Schram Company
Viento, Oregon

Dear Sir:

Confirming my verbal orders to you of yesterday, you are not to perform any work or any blasting on the Viento-Wygant Park, Contract No. 3396 which will in any way involve damage or entry upon the Union Pacific railroad property. This order will be in effect until further notice from this office.

Very truly yours,

A.V. Benedict
A. V. Benedict
Resident Engineer

AVB:es
cc: Parker Schram
R. H. Baldock ✓
V. E. Chandler
H. G. Smith

NOTED
State Highway Engineer

RECEIVED
SEP 28 1950
FOR FILING

71-174(8)

3396

September 27, 1950

Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3396, which was awarded to you on August 22, 1950, covering the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
SEP 25 1950
FOR FILING

71-174(8)

3396

September 22, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on September 20, 1950, on Contract No. 3396, Viento Park-Wygant Park Section, in connection with Federal Aid Project No. FI-174 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBW:ge

RECEIVED
AUG 23 1950
FOR FILING

71-174(8)

3396

August 23, 1950

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on August 21 and 22 awarded you the following contracts:

Contract No. 3386 for grading and paving on the Denver Avenue-Vanport Connection Section of the Pacific Highway East in Multnomah County. This award was based on your low bid of $15,810.90.

Contract 3390 for service road paving and highway connection grading and paving on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East in Clackamas County. This award was based on your low bid of $21,425.50.

Contract No. 3396 for grading, surfacing and oiling on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County. This award was based on your low bid of $274,110.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

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OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 22, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. FI-174(8), Viento Park-Wygant Park Section of the Columbia River Highway, about 12 miles east of Cascade Locks, to Parker Schram Co, Portland, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 9, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon FI-174(8), Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Enclosures

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71-174(8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 7, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-174(8) Viento Park Wygant Park have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence in award of contract will be withheld pending advice encroachment agreement with the Union Pacific Railroad Company has been executed and all rights of way or rights of entry have been acquired.

Test of materials to be used for surfacing are requested.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUN 15 1949
FOR FILING

71-174(8)

June 14, 1949
Salem, Oregon

Mr. J. M. Devers
Chief Counsel

OFFICE

Dear Sir:

Mr. J. O. Jones of Star Route, Cascade Locks was in the office this morning inquiring about our proposed acquisition of right of way fromhim on the Viento-Wygant Park Section of the Columbia River Highway, Right of Way File #15311.

Mr. Jones is 77 years of age and suffering from high blood pressure and is desirous of having this right of way cleared up as soon as possible. Would you kindly arrange to have an agent contact Mr. Jones at a very early date in an attempt to close this negotiation. I told Mr. Jones that we would deal with him on the proposition that we would purchase the service station which encroaches on the proposed right of way and grant him private access only. No provision is to be made to commercial access on this property.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

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~~F~~OR FILING

7 174-(8)

February 15, 1950

Mr. Charles H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Sir:

Pursuant to your request, I give you the following information relative to status of rights of way for the Viento-Wyeast Park Section of the Columbia River Highway.

Right-of-way descriptions for this project were turned over to the Right of Way Department in April of 1949. There are six parcels to acquire, and three parcels have so far been acquired and the Right of Way Department has advised that the negotiations are well along on the remaining three parcels.

On this section we will need an encroachment on railroad property, and the obtaining of these encroachments is usually rather slow. We have had to work out matters satisfactorily with the Engineering Department of the Railroad Company, and these we now believe are about clear. If there is not undue delay in obtaining an encroachment from the Railroad Company, we should be able to call for bids on this project in May.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

February 14, 1950

Mr. R. A. Anderson
General Plant Engineer
Pacific Telephone & Telegraph Company
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 23, relative to rearrangement of your cables to permit reconstruction of the Viento-Wygant Park Section of the Columbia River Highway.

The State Highway Department considers that Plan No. 2 is more satisfactory and economic to both the Highway Department and the Pacific Telephone & Telegraph Company. You estimate the cost to the State for rearrangement of the cables, under Plan No. 2, to be $15,000.

This letter is your authority to proceed immediately with the rearrangements of your cables according to Plan No. 2, and the State will reimburse you for the cost of the rearrangement on private right of way upon proper billing. It is understood that any rearrangement of your cables that is necessary on public right of way will be at the expense of the Pacific Telephone & Telegraph Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mo

cc Mr. H. G. Smith
Mr. A. G. Skelton

P

14+

ILING

February 10, 1950

Mr. L. W. Althof
Resident Engineer
Union Pacific Railroad
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Your letter addressed to Mr. DeSousa, with reference to the encroachments on the Viento-Wygant Park (Sonny) Section, has been referred to me for answering.

We acquiesced in what we considered a very unreasonable interpretation of encroachment measurements on the Dodson-Bonneville Section because the bids had already been opened, and we did not wish to delay the contractor further. Ever since the beginning of highway work, all the railroads, including the Union Pacific, the S. P. & S., and the Southern Pacific, in granting encroachment agreements, have allowed the measurements to be made at the bottom of the ballast, and have not considered it an infringement upon the required width if our slopes stayed outside the requisite line at a point even with the ballast. In other words, they have not demanded a wider encroachment where the railroad was on a fill than where the ground was level.

We have always been willing to spend whatever necessary to safeguard the railroads in their present locations and allow for future reconstruction. In fact, at all critical points our located center line is well beyond the existing center line, and in all cases we have also respected your projection furnished us for future reconstruction. Throughout a considerable portion of this project your projection shows that your present line will be revised from time to time at farther distances from the highway.

We have spent several years and many thousands of dollars in endeavoring to locate a modern highway between Cascade Locks and The Dalles. In addition to the railroad, the location is complicated by the necessity of giving consideration to the cable line of the telephone company and many other factors, which makes it impossible to make adjustments to the line without a great deal of additional expense. We recently revised our line to give you five feet more than was agreed upon between Troutdale and Dodson, which gives you a usable roadbed of 30 feet and an effective width of 50 feet for the pole line. We feel, therefore, that we cannot accept as precedent the instance on the Dodson-Bonneville Section, and ask you to reconsider the method of measuring encroachments which denies us the advantage of the V between the two grades. If necessary, we ask that it be referred to your management and an opportunity for a verbal argument in the matter. We feel that a method acquiesced in by all the railroads has been discarded without sufficient consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

FILING

February 2, 1950

State Highway Commission

Gentlemen:

We expect to call bids early in the spring for the Viento-Wygant Park Section of the Columbia River Highway. Before construction can be undertaken on this project, the underground transcontinental cable of the Pacific Telephone and Telegraph Company must be moved. A considerable portion of this cable occupies private rights of way, which rights of way have been purchased for the new location of the highway. On the portions where the cable occupies private right of way it will be necessary that the State pay the costs of the reestablishment of the cable.

Engineers of the Telephone Company and the Highway Commission have been studying this matter for several months and have determined that the best method of handling the cables is to place them temporarily along the Union Pacific Railroad and then re-lay the cables along the new highway after reconstruction. The estimated cost to the State is $15,000, which cost, of course, is included in our estimate of the construction project.

If the Telephone Company were to start work now, it would be approximately May before they could complete the relocation. We, therefore, request your approval now to authorize the Telephone Company to move its cables, so that the highway may be constructed. While the estimate is $15,000, the cost, of course, will be based on the actual costs as determined by detailed billing after the work is completed.

This matter will be on the agenda, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me:bl

cc: Mr. W. C. Williams
Mr. H. G. Smith

PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, January 23, 1950

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Balddock

Gentlemen:

Confirming field trip and conversation on January 5, 1950, with your Messrs. H. G. Smith, Dean Swift and Oscar Norberg, and our Mr. J. F. Quirk, we are hereby presenting our estimate of cost to the State of Oregon for the anticipated rearrangement work in the cables of The Pacific Telephone and Telegraph Company due to proposed highway operations along the Columbia River Highway, Viento-Wygant Park Section.

PLAN I

This involves the placing of cable on the existing highway with an estimated completion date of September, 1950. This plan is the more economical of the two and the cost to the State is estimated at $10,200.

Locations are as follows:

Approx. exist. highway sta. *821+79 to 836+42	Construct approx. 1475' of ditch 36" deep and place 2-37 pr. cables. State Highway Commission to bear cost.
Proposed Highway Sta. *818+70 (Old Hwy. Stations 827+29 to 829+90)	Plans were discussed relative to highway work at this location to provide a detour road during construction operations. This is in the proposed cable route under Plan I and to avoid conflict with highway operations here, unless the grading was completed prior to the cable installation, would require use of an alternate cable route extending up over the bluff between existing highway stations 827+29 to 829+90. The additional cost of this alternate route is estimated at $1500.
Proposed Highway Sta. 802+40 to 804+40	Cables are to be lowered to a depth of 8' for an approx. dist. of 200'. The P.T.&T. Co. to bear cost.

809+70	Cables are to be protected for approx. 200'. The P.T.& T. Co. to bear cost.
827+00	Cables are to be protected for approx. 200'. The P.T.&T. Co. to bear cost.
846+70	Cables are to be lowered for a dist. of approx. 100' to a depth of approx. 4'. The P.T.&T.Co. to bear cost.

PLAN II

This involves the placing and removing of approx. 7,000' of aerial cable on Western Union poles from the proposed highway sta. 802+00 to 827+70, the abandoning of 3,040' of trench containing 2-37 pr. toll cables, the construction of approx. 2,600' of trench approx. 48" deep containing 6,600' of cable along the shoulder of the proposed highway.

The adoption of this plan would permit highway construction to commence approx. May, 1950. The total estimated cost to the State of Plan II is $15,500.

For the above involvements, our R/W easements are as follows:
Our file #111: Anna Kvavle Book 29 p. 167

We shall await further word from you before ordering cable and would appreciate your authorization to bill in accordance with one of the above plans.

We would be pleased to furnish any additional information you may require.

Yours very truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

R. E. ANDERSON
GENERAL PLANT ENGINEER

R E Anderson
General Plant Engineer

PFS:af

S-102(1) Bybee Bridge Section, Table 1950
Rock Market Road about 8 miles
#3397 North of Medford.

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 10, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3397	20-final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4023	R-61875	$ 4,973.48	3/9/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: Extended to Nov. 15, 1952 with penalty

Completion Date: Nov. 15, 1952

Date Accepted: Feb. 17, 1953

Penalties: ~~None of record except~~ , time extension penalty

Claims: None of record

Remarks:

Date: 3-11-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

RECEIVED
FEB 26 1953
FOR FILING

[illegible]

7

February 25, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3397 for work performed on the Bybee Bridge Section of the Table Rock Market Road in Jackson County was completed by the contractor, Tom Lillebo, on November 15, 1952 and was formally accepted by the Highway Commission on February 17, 1953.

Final payment in the amount of $4,973.48 will be released to the contractor on or after March 7, 1953. The total contract amount is $175,650.04, of which amount $48.86 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

2-25-53

RECEIVED
FOR FILING

S-103(1)

17

February 3, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo in connection with contract No. 3397, for grading, surfacing and structure on the Bybee Bridge Section of the Table Rock Market Road in Jackson County.

This payment, in the amount of $7,657.59, will be released to the contractor on or after February 13, 1953. The retained percentage is $5,278.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

FILED ON CARD

RECEIVED
FOR FILING
S-102(1)
3397

December 12, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 138 days, from June 30 to November 15, 1952, within which to complete your contract No. 3397 covering Bybee Bridge Section on the Table Rock Market Road in Jackson County.

The Highway Commission grantes your request with the provision that you reimburse the State for all engineering costs incurred during the period of the third time extension, from June 30, 1952 to November 15, 1952, as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

H. M. McClure,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING

S-162(1)

3397

November 19, 1952

State Highway Commission

Request for extension of time
No. 22
November 24-25 meeting

Gentlemen:

Re: Sybes Bridge Section
in Jackson County
Contract 3397
Tom Lillebo, Contractor

Herewith a request for an extension of time from June 30, 1952 to November 15, 1952 for the completion of the work on the Sybes Bridge Section in Jackson County.

The contract time has previously been extended twice without penalty to the contractor. These extensions were granted because of delay in receiving structural steel for the project. The present extension is for the purpose of completing the surfacing of the approach embankments and delay was due entirely to the contractor's failure to obtain oiling equipment and properly prosecute the work.

It is recommended that this third extension, from June 30, 1952 to November 15, 1952, be granted subject to the contractor reimbursing the State for all engineering costs incurred during the period of the third time extension. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
Attached

RECEIVED
JUL [illegible] 1952
FOR FILING

July 21, 1952

Mrs. Ray Doran
Route 2, Box 257
Central Point, Oregon

Dear Mrs. Doran:

I am sorry that we have as yet been unable to accomplish oiling of the Bybee Bridge approaches. We have been exerting pressure on the contractor to expedite this work, but he has been unable to date to get an oiling crew to do the work.

I am informed today that arrangements have been completed by the contractor to start this oiling work next week. After the work once starts it will take only a few days to finish the job.

We are appreciative of the inconvenience caused to users of this road by the delay in oiling work, but at least we can look forward to having the road oiled in good shape and a new bridge in use within a very short time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

July 18, 1952

Mr. W. C. Williams

Dear Sir:

What has happened to hold up a good promise? We have had several weeks of good clear weather and according to the paper the State has received its' money from taxes etc.

Yes, they are working on the bridge --- painting it. We don't care about the color only the condition of our cars. Fruit season starts in 3 weeks. School starts in 6 weeks. Please don't make our children ride a loaded bus over a ~~the~~ condemned military bridge, which is sagging very badly again this year.

Please, Mr. Williams, get some thing started!!

NOTED
W. C. WILLIAMS

Sincerely

Mrs. Ray Dearan
Rt 2 Box 257
Central Point, Oregon

FORM E-123 37,500 REVISED 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 16, 1952

Mrs. Ray Doran
Route 2, Box 257
Central Point, Oregon

Dear Mrs. Doran

Your letter of June 6, addressed to Governor McKay and concerning surfacing of the approaches to the Bybee Bridge, has been referred to this office.

The surfacing of this approach is to be a bituminous oil mat. This type of surfacing cannot be laid during wet weather, and it has been necessary to hold the work in abeyance until weather conditions are suitable. It is anticipated that work can be started within the very near future, and we will insist that the contractor prosecute the work with all due diligence.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

RECEIVED
FOR FILING

FORM [illegible] 3M 8-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
TOM EDWARDS, DIVISION ENGINEER
ROSEBURG, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

2-102(1)

June 18, 1952

Mr. Tom Lillebo
Reedsport, Oregon

NOTED
W. C. WILLIAMS

Dear Sir

I attach hereto letters from Mr. Williams conveying complaints from Jackson County and from Mrs. Ray Doran concerning the condition of the approaches at Bybee Bridge.

Sometime ago, I worked out a proposal whereby you could oil the approaches both to Bybee and Dodge Bridges this summer. After this proposal was made to you, we have heard nothing further.

I would appreciate your early attention to this oiling.

Very truly yours

P. J. Burnett
For TOM EDWARDS
Division Engineer

TE:rw

Enc.

cc W. C. Williams

RECEIVED
JUN 19 1952
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

[illegible]

[illegible]

June 17, 1952

County Court of Jackson County
Medford, Oregon

Gentlemen:

Relative to approaches to the Bybee Bridge, please be advised that we have issued orders to the contractor to prepare at the earliest possible date to oil these approaches, as the weather is now entirely suitable for such work.

Our Division Engineer, Mr. Tom Edwards, at Roseburg, will take such action as is necessary to secure early performance of this work by the contractor.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. Tom Edwards

G. SHY MORTHLAND, COMMISSIONER J. S. COLEMAN, JUDGE R. R. LYTLE, COMMISSIONER

JACKSON COUNTY COURT
MEDFORD, OREGON

June 16, 1952

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Department of Contracts
Salem, Oregon

Gentlemen:

The County Court of Jackson County are being jumped upon every day or two for the condition of the approaches to the Bybee Bridge located on the Table Rock Market Road which was built by Tom Lillebo by contract with the State Highway Department. The approaches to this Bridge as we understand it, are supposed to be paved by the Contractor, but up to the present time there has been nothing done regarding the paving and the fills being built of river gravel are worn down to the boulders and the road is all but impassable.

The people in the district are complaining to the Court all most every day about the damage to cars and the breaking of windshields due to the throwing of rocks by dual wheels, and we are asking your Commission to use your authority in having the Contractor complete this job without further delay.

Sincerely yours,

JACKSON COUNTY COURT

By: Coleman
County Judge

County Commissioner

G. Shy Morthland
County Commissioner

RECEIVED
JUN [illegible] 1952
FOR FILING

2-10-2(1)
2344

3467

Indexed
Alphabetically

June 16, 1952

Mrs. Ray Doran
Route 2, Box 257
Central Point, Oregon

Dear Mrs. Doran

Your letter of June 6, addressed to Governor McKay and concerning surfacing of the approaches to the Bybee Bridge, has been referred to this office.

The surfacing of this approach is to be a bituminous oil mat. This type of surfacing cannot be laid during wet weather, and it has been necessary to hold the work in abeyance until weather conditions are suitable. It is anticipated that work can be started within the very near future, and we will insist that the contractor prosecute the work with all due diligence.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

GSP gm
cc Governor Douglas McKay
G. S. Paxson
Tom Edwards

ASSIGNMENT

e: June 13, 1952

No. 34/6
By WC

Description: Letter to Governor from Mrs. Ray Doran dated June 6 and copy of his reply regarding completion of the Bybee Bridge approach in Jackson County

Acknowledged by _____ Referred to Mr. G. S. Paxson ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Please prepare for ________________ signature
____

Assignment executed 6-16-52 Report received _________

Remarks: PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
June 16, 1952

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please note attached letter concerning the bituminous surfacing on the Bybee Bridge approaches. It would seem that weather conditions are now suitable for this work to go ahead, and you should contact the contractor and insist that he proceed with all practical speed to get this work done.

Very truly yours,

Asst. State Highway Engineer

[illegible]:gm
cc G. S. Paxson
Attached

1859

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

DOUGLAS McKAY
GOVERNOR

PLEASE RETURN TO
W. C. WILLIAMS

June 9, 1952

Mrs. Ray Doran
Route 2, Box 257
Central Point, Oregon

Dear Mrs. Doran:

I am not certain from your letter of June 6th whether the road and bridge to which you refer are a part of the state highway system or a county highway. I am asking Mr. W. C. Williams, Assistant State Highway Engineer, to reply to your letter as he will be in the best position to investigate the situation for you.

You will hear direct from Mr. Williams and at the same time I shall ask him to give me a report on the bridge project.

COPY

I am glad to have this matter checked for you as I appreciate your concern about the condition of the road.

Sincerely yours,

Governor

DM:AP
cc Mr. Williams

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

C
O
P
Y

Rt. 2, Box 257
Central Point, Ore.
June 6, 1952

Governor McKay

Dear Sir:

As an old time resident of 18 years I am asking you to look into the delay in the finishing of the Bybee Bridge approach which is reputed to be the 2nd most traveled road in Jackson County.

For 2 years we have put up with the worst road in Oregon, bar none; even one year of travel over a condemned militar road in bad condition. We have been to the County Road division and they could not do a thing without voiding the State Contract but they very kindly oiled it for us to put down the dust.

This road is used by a fleet of logging trucks which the county could forbid to operate but at the risk of trouble from the logging operators.

At great expense to the State a beautiful highway was put thru from Sams Valley District to the Dodge Bridge which no one can use because of no bridge but the one road which carrys the load is allowed to continue to be a menace to life and property.

I am sure this will not be condoned until after election if you really knew the condition and amount of travel.

Will you please see what can be done for this lovely Table Rock, Sams Valley district before the people really rebel and the summer fruit and tourist season begins.

We have a nice park at Touvelle but the bridge approaches are a disgrace.

Sincerely,

Mrs. Ray Doran /s/

RECEIVED
FEB 15 1952
FOR FILING

February 14, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 184 days, from December 29, 1951 to June 30, 1952, within which to complete your contract No. 3397 for grading, surfacing and structure on the Bybee Bridge Section on Table Rock Market Road in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-14-52, g

RECEIVED

FOR FILING

January 24, 1952

Request for extension of time
No. 9
January 31, February 1 meeting.

Gentlemen:

Re: Bybee Bridge Section
Contract 3397
Tom Lillebo, Contractor

Herewith request for extension of time, from December 29, 1951 to June 30, 1952, for the completion of the Bybee Bridge Section on the Table Rock Market Road in Jackson County.

This is one of the projects that has been seriously delayed due to nondelivery of structural steel. While the structural steel was delivered and the structure completed with the exception of painting, the delivery was made so late that they were not able to place the bituminous surfacing on the approaches last fall.

The project has been opened to traffic and is being used. The delay in the placing of surfacing is not the fault of the contractor, and we are recommending that the extension be granted without penalty. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:mk

RECEIVED

FOR FILING

[illegible]

3397

December 5, 1951

Mr. Paul B. Rynning
County Engineer
Jackson County
Medford, Oregon

Dear Mr. Rynning:

Re: Bybee Bridge

I have your letter of November 30 with reference to the Bybee Bridge project. We will arrange to have riprap put around the end of the approach embankment at the north end of the bridge.

With reference to the culvert at Station 200+33, we do not feel that this should be included in the project. As you will remember, when this project was originally set up, we were to build the bridge. The cost of the bridge was slightly less than we had originally estimated, and we extended the project to include enough of the grading to make a good grade line on the approach. We have used up all the money that was available on this project, and do not feel justified in allocating more funds to it. I would suggest that, if you feel this culvert is necessary, the county consider it as a county project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm

cc G. S. Paxson

OFFICE OF ENGINEER

JACKSON COUNTY

Medford, Oregon

November 30, 1951

C
O
P
Y

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

With reference to Bybee Bridge, I am of the firm opinion that the fill at the north end of the bridge should be rip-rapped. I am positive that any high water will wash away the fill as it is. I mentioned this to Mr. Merrill, the Resident Engineer on the grading construction and also Mr. Lytle, Division Engineer. I am sure that both of these men, and particularly Mr. Merrill who has given some study to it, agree with me.

I would, therefore, like to have the contractor given a work order for this type of work because if it is not done, I am afraid considerable work will have to be done before spring on rebuilding the fill.

I also believe that we will need some drainage under the new fill north of the bridge. This perhaps does not come under your department and I shall take this matter up with the road department. What we really need is either a double 4 x 6 or a 4 x 12 box at Station 200+25 which is a natural slough. Heretofore high water has always run over the road to a depth of two feet during high water. Also a large culvert should be placed under the driveway at Station 197+65.

Very truly yours,

(sgd) Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:bj

SIGNMENT

December 3, 1951

No. 9
By wcw

Description: Paul B. Rynning's letter of November 30 regarding Bybee Bridge No. 7277 with approaches, being built by this Department as FA project

Acknowledged by _ _ _ _ _ Referred to _Paxson_ _ _ _ _ _ _ _ _ _

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 12-5-51 me Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

COMMISSION

UL B. RYNNING
NEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

November 30, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

With reference to Bybee Bridge #7277 with approaches being built in Jackson County by your department as a Federal Aid Project for county roads, I would like to have some drainage structures under the road and rip-rapping at the North bridge approach to take care of stream flood waters. In checking over the construction, I find that no rip-rapping is contemplated at the north end of the bridge. I am positive that this is essential and mentioned it to Mr. Lytle and Mr. Merrill, the road construction Resident Engineer. I am of the opinion that both of these men agree with me on this item. I also notice that in a slough at Station 200 + 33 no additional drainage is being put in. The old road carried only a small 16 inch pipe to take care of summer irrigation waters and the flood waters cover the road two feet deep at that point. The new grade will form a dam barring the waters from crossing the road and it will back up on to the property on the east side of the road. When the waters subside, a great rush of water will flow along the ditch on the east side of the road down to the bridge with such force that the small pipe at the road approach at Station 197 + 65 will not carry it, and also the fill may be washed away.

It is my opinion that a double 4 x 6 box or an opening of equal size is required at Station 200 x 33, and a large pipe or opening or bridge be installed at Station 197 + 65 for a road approach.

I would like to have you give this your immediate attention and see if this matter cannot be handled very soon.

NOTED
W. C. WILLIAMS

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:bj

RECEIVED
DEC 3 1951
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

8102(1)

3397

October 24, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 90 days, from October 1 to and including December 29, 1951, within which to complete your contract No. 3397 for grading, surfacing and structure on the Bybee Bridge Section of the Table Rock Market Road in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: K. D. Lytle,
Division Engineer

H. H. McClure,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
OCT 1951
FOR FILING

[illegible]

3397

October 8, 1951

Request for extension of time
No. 7
October 11 and 12 meeting

State Highway Commission

Gentlemen:

Re: Bybee Bridge Section
in Jackson County
Tom Lillebo, Contractor
Contract No. 3397

Tom Lillebo, contractor for the Bybee Bridge over the Rogue River in Jackson County, has requested an extension of time from October 1, 1951 to and including December 29, 1951, for the completion of the work under this contract.

This project includes the furnishing and erecting of a structural steel truss and structural steel beam approach spans. The delivery of steel was delayed for several months because of Federal allocations. The steel is now on the job and erection is proceeding. It is recommended that the extension be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads in this recommendation is attached.

Very truly yours,

R. H. Baldock
State Highway

Attached

GSP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
FOR FILING

[illegible]

3817

June 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Bybee Bridge Section
F.A.P. Oregon S-102(1)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 11 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc G. S. Paxson
C. A. Gardner

RECEIVED

FOR FILING

1-11-51

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon S-102(1)
Bybee Bridge (Rogue River) Sec.

Enclosed herewith for your file is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Fwn

ised 1946)

State Oregon
Project No. S-102(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of October, 1949, a program, which was approved on the 5th day of December, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3rd day of August, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighteen thousand and 00/100 dollars ($118,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______________________ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 183+00 andsurvey station 219+00, all in the W 1/2, Section 13, T. 36 S., R. 2 W., W.M., without exception, ______________, length 0.682 miles, in Jackson County, being Oregon Federal Aid / Secondary project No. S-102(1), consisting of 0.570 miles of roadway and one bridges,XXXh of more than 20 feet clear span, 0.112 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighteen thousand and 00/100 dollars ($118,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-five thousand, eighty-five and 00/100 dollars ($195,085.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest H B Glaisyer
SECRETARY

[illegible]

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

December 18, 1950

NOTED
J. W. CATTRALL

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Mr. Rynning:

Reference is made to the grade resolution and maintenance agreement signed by the Jackson County Court August 8, 1950, in connection with the Bybee Bridge Section, FA Project S-102(1) on FAS Highway 273. It has been called to our attention that, due to a typographical error, the description should be changed to read Section 13 rather than Section 19. We have corrected all copies at this office and would appreciate your correcting the County's copy.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

OREGON DISTRICT
OREGON
IDAHO

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 13, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Attention: John W. Cattrall
Engineer, County and City Relations

Dear Sir:

In checking over Jackson County Court maintenance agreement and encroachment resolutions, Oregon Project No. S-102(1), Bybee Bridge (Rogue River) Section of the Table Rock County Road, we note the description shows section 19 instead of section 13. We have changed our copies accordingly and request yours be corrected.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 14 1950
ENGINEER
[illegible]

RECEIVED
JAN 30 1951
FOR FILING

2 102 (1)

December 7, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Bybee Bridge (Rogue River) Section, Project No. S-102 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWN:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-102 (1)

BYBEE BRIDGE (ROGUE RIVER) SECTION OF THE TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 27, 1950

Type Code 5231
Roadway (Sta. 183+00 to 219+00)

All Required		Clearing and Grubbing		$ 1,800.00
5	cu. yds.	Trench Excavation, Unclassified	$ 3.00	15.00
8,000	cu. yds.	General Excavation, Unclassified	0.75	6,000.00
38,000	yd. sta.	Short Overhaul	0.02	760.00
460	C-yd. sta.	Long Overhaul	0.50	230.00
0.57	mile	Finishing Roadbed and Slopes	700.00	399.00
4	lin. ft.	12" Corrugated Metal Pipe	5.00	20.00
16	lin. ft.	24" Corrugated Metal Pipe	7.00	112.00
40	lin. ft.	12" Concrete Pipe	1.70	68.00
15	only	Concrete Sight Posts	12.00	180.00
4,700	cu. yds.	Selected Roadbed Topping	0.60	2,820.00
4,200	yd. mi.	Hauling Roadbed Topping	0.16	672.00
840	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	4.00	3,360.00
130	M-gal.	Sprinkling	4.00	520.00
0.57	mile	Preparation of Base	700.00	399.00
70	cu. yds.	3/4" - 0 Material in Binder Course	4.00	280.00
410	cu. yds.	Furnishing and Placing Aggregates	4.00	1,640.00
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	55.00	660.00
30	tons	Furnishing and Placing 150-200 Asphalt	55.00	1,650.00
10	tons	Furnishing and Placing RS-1 Emulsified Asphalt	65.00	650.00
			Subtotal	$ 22,235.00
			10% Engr. & Cont.	2,223.50
			Total	$ 24,458.50

Type Code X132
Bridge (Sta. 188+16.76 to 194+05.24)

All Required	Removal of Old Bridge	$ 7,500.00
All Required	Shoring, Cribbing, Etc.	1,500.00

120	cu. yds.	Structural Excavation	$ 6.00	$ 720.00
10	cu. yds.	Structural Excavation Below Elevations Shown	15.00	150.00
1,200	lin. ft.	Furnish Treated Piling	1.80	2,160.00
45	only	Drive Piles	35.00	1,575.00
760	cu. yds.	Class "A" Concrete	57.00	43,320.00
150,000	lbs.	Metal Reinforcement	0.11	16,500.00
257,000	lbs.	Structural Carbon Steel	0.18	46,260.00
187,000	lbs.	Structural Low Alloy Steel	0.18	33,660.00
180	lbs.	Bronze Plates	1.50	270.00
5	M-FBM	Treated Lumber	300.00	1,500.00
			Subtotal	$155,115.00
			10% Engr. & Cont.	15,511.50
			Total	$170,626.50

Length of Roadway	0.570 mile
Length of Bridge	0.112 mile
Total Length	0.682 mile
Cost per mile, Roadway	$42,909.64

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 24,458.50	$ 14,794.00	$ 9,664.50
Bridge	170,626.50	103,206.00	67,420.50
	$195,085.00	$118,000.00	$77,085.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

July 31, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Bybee Bridge (Rogue River) Section, Project No. S-102 (1).

Six bid proposals, one set of full scale plans and seven sets of small scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWW:nd

Oregon State Highway Department

Federal Aid Secondary
Project No. S-102 (1)

BYBEE BRIDGE (ROGUE RIVER) SECTION
OF THE TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 31, 1950

Type Code 5231
Roadway (Sta. 183+00 to 219+00)

All Required		Clearing and Grubbing		$ 500.00
5	cu. yds.	Trench Excavation, Unclassified	$ 3.00	15.00
8,000	cu. yds.	General Excavation, Unclassified	0.50	4,000.00
38,000	yd. stas.	Short Overhaul	0.02	760.00
460	C-yd. stas.	Long Overhaul	0.50	230.00
0.57	mile	Finishing Roadbed and Slopes	600.00	342.00
4	lin. ft.	12" Corrugated Iron Pipe	3.00	12.00
16	lin. ft.	24" Corrugated Iron Pipe	5.00	80.00
40	lin. ft.	12" Concrete Pipe	2.00	80.00
15	only	Concrete Sight Posts	9.00	135.00
4,700	cu. yds.	Selected Roadbed Topping	0.50	2,350.00
4,200	yd. mi.	Hauling Roadbed Topping	0.15	630.00
840	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.50	2,100.00
130	M-gal.	Sprinkling	3.00	390.00
0.57	mile	Preparation of Base	400.00	228.00
70	cu. yds.	3/4" - 0" Material in Binder Course	5.00	350.00
410	cu. yds.	Furnishing and Placing Aggregates	4.50	1,845.00
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	540.00
30	tons	Furnishing and Placing 150-200 Asphalt	42.00	1,260.00
10	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	500.00
			Subtotal	$ 16,347.00
			10% Engr. & Cont.	1,634.70
			Total	$ 17,981.70

Type Code X132
Bridge (Sta. 188+16.76 to 194+05.24)

All Required	Removal of Old Bridge	$ 7,500.00
All Required	Shoring, Cribbing, Etc.	1,500.00

120	cu. yds.	Structural Excavation	$ 7.50	$ 900.00
10	cu. yds.	Structural Excavation Below Elevations Shown	7.50	75.00
1,200	lin. ft.	Furnish Treated Piling	1.50	1,800.00
45	only	Drive Piles	50.00	2,250.00
760	cu. yds.	Class "A" Concrete	60.00	45,600.00
150,000	lbs.	Metal Reinforcement	0.10	15,000.00
257,000	lbs.	Structural Carbon Steel	0.175	44,975.00
187,000	lbs.	Structural Low Alloy Steel	0.185	34,595.00
180	lbs.	Bronze Plates	1.50	270.00
5	M-FBM	Treated Lumber	250.00	1,250.00
			Subtotal	$155,715.00
			10% Engr. & Cont.	15,571.50
			Total	$171,286.50

Length of Roadway	0.570 mile
Length of Bridge	0.112 mile
Total Length	0.682 mile
Cost per mile, Roadway	$30,050.26

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 17,981.70	$ 10,831.00	$ 7,150.70
Bridge	171,286.50	103,169.00	68,117.50
	$189,268.20	$114,000.00	$75,268.20

BYBEE BRIDGE SECTION

PROJECT NO. S-102 (1)

All necessary rights of way have been acquired for the project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

July 31, 1950

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-102(1) Bybee Bridge (Rogue River) Section of the Table Rock County Road have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorise your advertising for bids.

Copies of maintenance and encroachment resolutions by the Jackson County Court should be submitted prior to submission of the project agreement estimate.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 23, 1950.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

RECEIVED
AUG 7 1950
OREGON
STATE HIGHWAY COMMISSION

December 4, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are five copies each of an encroachment resolution and a maintenance agreement in connection with the Bybee Bridge Section of FAS Highway 273 in Jackson County, FA Project S-102(1). All copies of the resolution and agreement have been executed by the proper officials.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JPH:MM
Encl.

RECEIVED
OCT 23 1950
FOR FILING

October 20, 1950

Mr. T. [illegible] Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Re: [illegible] Bridge
F. A. F-102 (1)

Dear Sir:

This is in reply to your letter of October 6, requesting plans of the existing abutment at the north end of the [illegible] Bridge. I am attaching hereto prints from a sketch which our resident engineer has made up, showing the details of the abutment as constructed. We do not have any information as to the amount of reinforcing steel used, but it probably was not very much.

This abutment has been in place for many years and shows no sign of any distress due to the backfill load. Our new plans do not increase the backfill load, as the approach bent will make it unnecessary to increase the height of embankment.

There is now a concrete apron in front of the abutment to guard against scour action on the footing. This apron projects about 7 feet from the face of the abutment and probably will be increased in our plans for repair when the contractor gets the cofferdam placed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

ASSIGNMENT

No. 2218
By

ctober 9, 1950

Description: T. M. Davis' letter of October 6 re Oregon Project S-102 (1), the Bybee Bridge

Acknowledged by _____ Referred to __Paxson ✓_________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for __Williams' signature_________
____

Assignment executed 10-24-50 Report received _________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

ON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 6, 1950

NOTED
W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of September 19th relative to Oregon Project S-102(1), the Bybee Bridge. We requested information as to the methods proposed for strengthening the toe of the existing abutment and advised "complete plans of the existing abutment should accompany the submission."

Mr. Williams' reply of September 22nd gave a general outline of the methods proposed, however, the plans requested were not submitted nor any information regarding them. Since our Washington Office has advised complete plans of the existing abutment is necessary, we will appreciate their prompt submission or if for any reason they are not available, we should be furnished complete information.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

PLEASE RETURN TO
W. C. WILLIAMS
FOR [illegible]

RECEIVED
SEP 27 1950
FOR FILING

S-102 (1)

3397

September 26, 1950

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We are sending you a fully executed copy of contract No. 3397, which was awarded to you on August 22, 1950 by the State Highway Commission, covering the Bybee Bridge Section of the Table Rock Market Road in Jackson County. This contract is for your records and files.

A fully executed copy of this contract is also being mailed to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
SEP 26 1950
FOR FILING

September 22, 1950

2182

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Bybee Bridge Section
F.A.P. No. S-102 (1)

Reference is made to your letter of September 19 concerning the repair to the toe of the existing abutment at the north end of the Bybee Bridge.

The contractor probably will do no work on the north side of the river until next spring, and, until the cofferdam is placed around the abutment, it will be difficult to make any exact plans as to the repair of any undercutting which might have taken place. In general, however, we propose to put a cutoff wall around the front of the abutment footing and clean out any loose material under the footing, filling the void with concrete which will be a part of the cutoff wall put in to prevent further scour.

When an inspection can be made, we will get in touch with your office so that you may inspect the abutment and pass upon the adequacy of the proposed repairs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP/ds

cc G. S. Paxson

ASSIGNMENT

No.
By

20, 1950

Description: T. M. Davis' letter of Sept. 19 concerning existing south abutment to be used in construction of new Bybee Bridge, Oregon Project No. S-102 (1)

Acknowledged by _ _ _ _ _ Referred to _ Paxson _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for _ _ Williams' _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 9-25-50 Report received _ _ _ _ _ _ _ _

me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OREGON DISTRICT
NTANA
REGON
AHO
INGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 19, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have just received the following request from our Washington Office concerning the existing south abutment which will be used in the construction of the new Bybee Bridge, Oregon Project No. S-102(1).

"From the very meagre data which have been submitted it appears that under-pinning of the toe of the existing bridge abutment will be required. This abutment should be given serious consideration. It is requested that the proposed method of strengthening be submitted before construction has started. Complete plans of the existing abutment should accompany the submission."

At the time we recommended the approval of the P.S. and E. for this project, we had an oral agreement with your bridge department that the required repair work to this abutment would be done on a force account basis when the exact nature of the work had been ascertained. It appears that sufficient time has elapsed for the nature of the repairs to be determined and submitting the details of the plan as requested above is desired.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
AUG 28 1950
FOR FILING

S-102(1)

3397

August 25, 1950

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on August 22 awarded you Contract No. 3397 for grading, surfacing and oiling, and construction of a reinforced concrete and steel bridge on the Bybee Bridge Section of the Table Rock Market Road in Jackson County. This award was based on your low bid of $177,350 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
G. S. Paxson

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AUG [illegible] 1950
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 22, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-102(1), Bybee Bridge Section Table Rock Market Road about 8 miles north of Medford, to Tom Lillebo, Reedsport, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 793
MEMBER A. A. E.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 15, 1950

NOTED
J. W. CATTRALL

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer,
County and City Relations

Dear Sir:

I received your letter of August 14 enclosing one copy of bid proposal and one set of plans for the Bybee Bridge. After I wrote you the letter, I received a set from the Bridge Department.

If you find it necessary, I can return one set to you.

Thanking you, I am,

Very truly yours,

Paul

Paul B. Rynning
County Engineer

PBR:op

RECEIVED
AUG 17 1950
ENGINEER
COUNTY & [illegible]

RECEIVED
1950
FOR FILING

ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 10, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Comm.
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock: Re: Bybee Bridge FSA Highway 273

I wish to supplement my statement to Mr. Cattrall concerning the number of logging trucks using Bybee Bridge. The Table Rock Road serves the second largest timber area in Jackson County, namely the Evans Creek valley and its territories. This area is also suitable for winter logging.

I also wish to call your attention to the fact that the nearest bridge capable of supporting heavy logging traffic is one at Gold Hill, approximately ten miles downstream, and the next one near Shady Cove, approximately fifteen miles upstream.

Because of the poor condition of Bybee Bridge, we are now detouring trucks on what is known as the Military Bridge through Camp White. This is only a temporary bridge, and before we detoured the logging trucks over it, it was necessary for us to cut off 250 rotted pilings and support the bents with temporary mudsills. This was done with the expectation that the contract for Bybee Bridge was to have been let last spring. I am of the opinion that the Military Bridge will serve the traffic through next year, providing however, high water does not wash out the piling structure.

I therefore feel that it is imperative that Bybee Bridge be constructed as soon as possible, in order to take care of, and be prepared to take care of any matters which may develop in our foreign relations.

I am enclosing an extra copy of this letter, which you may want to forward to the Bureau of Public Roads.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:mb

NOTED
J. W. CATTRALL

August 14, 1950

Mr. Paul B. Rynning
Jackson County Engineer
Medford, Oregon

Dear Sir:

As per your request of August 9, enclosed is a copy of the bid proposal and one set of plans for the Bybee Bridge Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 9, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Comm.
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer ✓

Dear Sir:

I would like to have for my office files only, one set of proposals for Bybee Bridge, section of Table Rock Road, FAS Highway 273. There may be some interested parties who would like to see the plans and proposal.

I have looked over the plans which I now can say will meet the conditions at that location. The bridge and approaches I know will be a great credit to the county road system.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:mb

RECEIVED
AUG 11 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 13 1950
FOR FILING

S102 (1)

August 10, 1950

Memorandum to the Commission

S-102(1)

Attached for your approval is the original and six copies of a maintenance agreement with Jackson County whereby the County agrees to maintain the Bybee Bridge Section of the Jackson County Table Rock County Road after construction has been completed. Bids will be received for construction of this project at the Highway Commission meeting August 22nd.

Commission signatures are required on seven copies because the Bureau of Public Roads requires five signed copies. The agreement has been signed by Jackson County officials and recommended for approval by W. C. Williams, Assistant State Highway Engineer.

Very truly yours

Secretary

FAQ:md
Attach.

cc - Floyd Query

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1950

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
By Asst. Chief Engineer
agenda please.

Enclosed are eight copies of a maintenance agreement with Jackson County in connection with the Bybee Bridge Section, Oregon Project S-102(1) on FAS Highway 273 (Table Rock County Road). All eight of these copies have been executed by the Jackson County Court and are now ready for presentation to the Commission.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

NOTED
W. C. WILLIAMS

JFH:MM
Encl.

Oregon Project S-109(1)
F.A.S. Highway 273

1 8 50

RESOLUTION

WHEREAS, a County Road in Jackson County, State of Oregon, known as the Table Rock County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

From State Highway Engineer's Survey Station 193+00, approximately 500' south of the Rogue River to State Highway Engineer's Survey Station 229+00, approximately 2700' north of the Rogue River, all being in the W 1/2, Sec. 15, T. 36S., R. 2W., W.M., a distance of 0.682 mile.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road, known as the Table Rock County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 8th day of Aug., 1930.

Attest:

By J.B. Coleman
County Judge

County Clerk

By
County Commissioner

By
County Commissioner

Form cc-12
Page 2

August 7, 1950

NOTED
J. W. CATTRALL

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Sir:

The Highway Commission plans to call for bids at its August 21-22 meeting on the Bybee Bridge Section of the Table Rock County Road, FAS Highway 273.

In connection with this project, it is required that Jackson County execute the usual standard form of encroachment resolution and maintenance agreement. Enclosed are eight copies each of the encroachment resolution and maintenance agreement covering this project.

It would be appreciated if you could have them adopted by the Jackson County Court and return seven signed copies of the encroachment resolution and all eight signed copies of the maintenance agreement to this office prior to August 11. Be sure that the Court's signatures are properly attested by the County Clerk.

A duly executed copy of the maintenance agreement will be returned after signature by the Highway Commission.

Also enclosed is a set of plans for your information and files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
AUG 7 1950
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-102 (1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 4, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-102(1) Bybee Bridge (Rogue River) Section of the Table Rock County Road have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Copies of maintenance and encroachment resolutions by the Jackson County Court should be submitted prior to submission of the project agreement estimate.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 23, 1950.

Very truly yours,

T. M. DAVIS
District Engineer

TD:re

RECEIVED
AUG 7 1950
SALEM, OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
S.102-(1)

January 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Plans for the Bybee Bridge over the Rogue River in Jackson County, Project S-102 (1), for which bids are scheduled to be received in March, call for embankment approaches having a total volume of approximately 10,000 cubic yards.

Material for the embankments is planned to be gravel from a bar in the Rogue River about 1,000 feet upstream from the bridge site. Much of the excavation will be under water and subject to refilling by stream action. Thus, measurement of the material in excavation is impracticable.

In view of this situation, we request permission to make determination of the pay quantities of embankment materials by cross-section measurement of the completed embankments rather than by measurement of the materials "in original position prior to excavation."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
AUG 24 1950
FOR FILING
OREGON DISTRICT

S 102(1)
2317

~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 7, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of January 30, 1950 relative to Project S-102(1), Bybee Bridge over Rogue River, requests permission to make determination of pay quantities of embankment materials by cross section measurement of the completed embankments rather than by measurement of materials "in original position prior to excavation".

The proposed method of measurement is satisfactory with the understanding that the wording "completed embankments", refers to original embankment cross sections and not to remeasurement of embankments after completion.

Very truly yours,

T. M. DAVIS
District Engineer

Not Read.
For to come
from [illegible] was
& measd. in orig.
position
GH

317-1701 Cave Junction Sec. on Lister 1950
Street in Cave Junction, 30
[illegible] miles Southwest of Grants Pass

RECEIVED
NOV 2 3 1950
FOR FILING

317-1701

ORECON STATE HIGHWAY COMMISSION
(date)
Nov. 21, 1950

3371			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
# 3398	3-final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18983	R- 4103	$ 500.00	11/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Oct. 15, 1950

Time Extensions: None required

Completion Date: Oct. 14, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 11-21-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 22 1950

11-22-50

RECEIVED
NOV 3 - 1950
FOR FILING

314-1161

3-11

November 3, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mill Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3398, for grading and paving on the Cave Junction (Lister St.) City Street Section in Josephine County, has been completed by the contractor, J. C. Compton Co., and that final payment in the amount of $500 will be made on or after November 13, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $4,435.01, and that no force account work was performed on the project. This contract was completed October 14 and accepted by the Commission October 26, 1950.

This notice is sent to you as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
11-3-50

November 1, 1950

Isabell H. Small
City Recorder
Cave Junction, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

Contract No. 3398 with J. C. Compton Co. covering the grading and paving of the Lister Street Section in the City of Cave Junction was completed on October 14, 1950, and accepted by the Highway Commission on October 25, 1950.

In accordance with the agreement between the Highway Commission and the City of Cave Junction dated August 13, 1950, the City assumes the maintenance of and continued jurisdiction over the above mentioned street as of the date of completion, October 14, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
OCT 30 1950
FOR FILING

317-1701

3398

October 27, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. C. Compton Co. on contract No. 3398, covering the Cave Junction (Lister St.) City Street Section in Josephine County. This payment, in the amount of $1,926.62, will be made on or after November 6, 1950. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

10-27-50

Form E-1—5M—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13, 1950

Section Cave Junction-Lister St.

Highway City Street

Contractor J. C. Compton Co.

Date of contract August 22, 1950

Date work started September 8, 1950

Amount of contract $4,887

Kind of work Grading and Paving

Section prefix 317-1701

Contract number 3398

Date of completion October 15, 1950

Estimated date of completion " 14, 1950

Per cent of time elapsed 53 54 98 %

Estimated cost of completed project, exclusive of engineering $4,435.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $360, 8.1 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS

Compton Co. paved this section Wednesday P. M. and Thursday A. M. Placed shoulder material Friday. A little hand work remains to be completed on this project; this work is to be completed Saturday, October 14.

Final quantities have been computed on this project, and the semi-final estimate will be mailed Monday.

NOTED
B. A. MARTIN

NOTED
H. W. LIBBY

Signed Walter T. Wright

Address Box 302, Cave Junction, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 16 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
SEP 27 1950
FOR FILING

317-1701

[illegible]

September 27, 1950

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your Contracts No. 3398 for construction of a footpath along the Maxwell Road-Eugene Section of the Junction City-Eugene Secondary Highway north from Eugene in Lane County and No. 3407 for paving on the Oakland Section (Locust Street) in Douglas County have been received in this office fully executed.

We are, therefore, returning your certified checks No. 5958 in the amount of $500.00 submitted with your proposal for Contract 3398 and No. 5960 in the amount of $800.00 submitted with proposal for Contract 3407. Both of these checks were drawn on the First National Bank of McMinnville, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
SEP 27 1950
FOR FILING

317-1701

3398

September 26, 1950

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3398,,which was awarded to you on August 22, 1950 by the State Highway Commission, covering grading and paving in Cave Junction (Lister Street) in Josephine County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

Received

RECEIVED
AUG [illegible] 1950
FOR FILING

317-1701

3398

August 28, 1950

317-1701
3398

Isabel H. Small, City Recorder
City Hall
Cave Junction, Oregon

Dear Madam:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Cave Junction, covering the improvement of Lister Street from the Redwood State Highway to Junction Avenue, a distance of 0.13 mile, in connection with the $250,000 city allotment project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
AUG 28 1950
FOR FILING

317-1701

3398

August 25, 1950

J. C. Compton Company
P. O. 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract 3398 for grading and paving on the Cave Junction Section on Lister Street in Josephine County. This award was based on your low bid of $4,387.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

August 4, 1950

Isabell H. Small
City Recorder
Cave Junction, Oregon

Dear Madam:

Enclosed are two copies of an agreement covering the Special City Allotment project on Lister Street from the Redwood Highway to Junction Avenue. Bids on this project are to be received at the August State Highway Commission meeting.

After approval by the City Council, please return both copies, signed by the Mayor and City Recorder, with their signatures attested by a third party, to this office. As a contract will not be awarded until these signed copies are in our hands, it will be appreciated if they are returned prior to August 11, 1950.

After acceptance by the Highway Commission, a duly executed copy will be returned for the city's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

8/11/50 Contacted Mrs. Small by phone & she said signed agreements would be mailed tomorrow 8/12/50. Mailed 8/14/50 J.F.H. 8/15/50

NOTED
J. W. CATTRALL

Salem, Oregon
July 24, 1950

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

I am returning herewith field data for the city allotment project on Lister Street in the City of Cave Junction.

The plans, as submitted by the Division Office, appear to be consistent with the project as proposed. It will be noted that the selected road bed topping, leveling course, and binder course are to be furnished from the State stock pile, and there will be an additional charge that does not reflect in the Division's estimate. However, this cost should be taken into account in computing the total cost of the project.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. Virgil O'Neil

232,000 C

Cass Junction. July 24 - '50

The plan and profile of the [illegible] are in accordance with the preliminary plan.

The cost estimate seems to reflect lower freight [illegible] than is effected by using the [illegible] quarry involved.

There would be an added charge due to the contractor [illegible] of its rocks [illegible] which is not shown in first estimate.

H C Cyr

Selected rock bed topping	592 cu yd.
Leveling course "	120 cu yd.
Bridge [illegible]	20 cu yd.

NOTED
J. W. CATTRALL

July 11, 1950

Isabel H. Small
City Recorder
Cave Junction, Oregon

Dear Madam:

I am replying to your letter of June 26 in which you inquire about the improvement of Caves Avenue in your city.

I have gone into this matter very thoroughly. I have discussed the subject with Mr. Ayers and also with Mr. Baldock and have searched our files for all information that pertains to the city's request. Mr. Ayers, in his conversation of April 2 with you, Mr. Hussey, and several members of the City Council, pointed out that there would not be sufficient funds to improve both Caves Avenue and Lister Street. It appears that at that time the city officials, in discussing this matter with Mr. Ayers, all agreed that Lister Street, because of the completion of the new school, was a more desirable project than Caves Avenue. It was on the basis of this discussion that we proceeded to investigate and recommend a project on Lister Street.

In order to clarify this $250,000 special city allotment fund, I wish to quote part of Section 3, Chapter 149, Oregon Laws 1949, which sets up this particular fund and the provisions which we work under: "... Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. .." In addition, the State Highway Commission has found it necessary to pass certain additional requirements, namely, that these funds shall not be spent in cities of over 5,000 population and that not more than $15,000 shall be allocated to any one city in one year.

I wish to correct one point in your letter in which you state that Caves Avenue is a state secondary highway. Apparently you have been misinformed in this matter as Caves Avenue is not a secondary highway nor any part of the state highway system.

As all of the 1950 fund has been allocated, there is nothing that can be done this year. However, if traffic on Caves Avenue continues to increase and it is still the city's desire to have this street improved, it could be considered under the 1951 program. The city may feel free to make application for the project on Caves Avenue under the 1951 program. However, this letter is not an assurance that your request will be approved.

I hope I have clarified this matter. If I can be of further assistance, please do not hesitate to call on me.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

cc: Mr. Elwood Hussey, Mayor

$250,000 C[illegible] Allotment 1950

Caves Junction 7-5-50

1. On December 12th 1949 received resolution requesting Caves Avenue be considered.

2. On February 13th 1950 received resolution requesting we consider "Caves Avenue from Oregon Caves Highway to Lister Street" and Lister Street from Redwoods Highway to Junction Avenue.

3(a) On April 2nd 1950 made investigation and found very little travel on Caves Avenue, Certainly no "Heavy unusual industrial traffic" and no "sudden increase in population in the area" using Caves Avenue.

(b) Lister Street did carry a large number of school busses to a new school, therefore "Heavy unusual traffic".

Contacted Mayor Elwood Hussey and City recorder Isabel Small and advised them of above facts as brought out by investigation. They called in another member of City Council and all three agreed that city would be pleased to have Lister Street paved.

A Field estimate found there would not be enough funds to repair both streets, anyhow, if Commission did happen to approve the repair of Caves Avenue.

In light of above, all three city officials said "It would be better to have street, to school, built well, than to get nothing." Advised them would recommend the repair of Lister Street.

HCR

CITY OF CAVE JUNCTION
CAVE JUNCTION, OREGON

June 26th, 1950.

Mr. John W. Cattrall,

State Highway Commission,

Salem, Oregon.

Dear Mr. Cattrall;

Regarding your telephone conversation with Elwood Hussey, we had understood the money was being set aside for the paving of Caves Avenue, from Highway 46 (Oregon Caves Highway) to Lister Street and Lister Street from the Redwood Highway to the New High School. We had agreed on just this portion of Caves Ave., due to the hump beyond Lister Street, figuring that some day the City could get the hump down, and we could go on from there.

Caves Avenue, as you know, is a secondary Highway and as traffic is heavy on this street and also congested on the Redwood Highway, we had thought it an excellent idea to pave this portion and divert more of the traffic, as it is it's hard to take the dirt and dust and the bumps, bad weather etc., we here in the City have graded and regraded, graveled and regraveled, but due to the heavy traffic it is just wasted effort and money.

We will, most certainly cooperate in any way we can and sincerely hope you will take this into consideration.

Thanks in advance for anything you can do for us and may I personally say that in the four years that I have been on this job you have been very helpful and I appreciate it.

Very Sincerely Yours,

Isabel H. Small, Recorder.

Project No. 23

5-15-50

CAVE JUNCTION
Josephine County
Population: 243
Division III

Previous Projects

1948: None

1949: None

Proposed Project	Cost (Estimated)		
	State	City	Total
1950: Grade Street, place base rock, culverts and asphaltic concrete pavement 4" thick 22' wide on Lister Street from Redwood Highway to Junction Avenue, a distance of approximately 0.12 mile	$ 8,400.00	$ --	$ 8,400.00

* *

Application for improvement of this street based on its use by many school busses to reach new consolidated school. Also heavy increase in population in the area.

Recommendation

This project qualifies and is recommended for approval.

HCA:MM
5/15/50

CAVE JUNCTION

PRELIMINARY ESTIMATE

Lister Street from Redwood Highway to Junction Avenue approximately 0.12 mile

Grade street to 28 feet width, place 8 inches of base rock and leveling course and shoulders, place culverts at street intersection, place 4 inch thickness of asphaltic concrete pavement 22 feet in width.

Item	Unit	Unit Price	Total
Excavation	300 cu. yd.	$ 1.25	$ 375.00
Concrete Culvert (12")	160 lin. ft.	2.60	416.00
3"-0 in base and shoulders	620 cu. yd.	2.25	1,395.00
3/4"-0 in base and shoulders	300 cu. yd.	4.00	1,200.00
Sprinkle	30M gal.	4.00	120.00
Preparation of base	0.12 mile	1,000.00	120.00
Asphaltic Concrete	400 tons	9.00	3,600.00

Estimated Construction Cost	$7,226.00
10% Engineering & Contingencies	722.60
Preliminary Engineering	400.00
Preliminary Estimate of Project	$8,348.60

$8,400 - Total Estimate

NOTE: This estimate based on the premise that the contractor on the State job - Cave Junction-California State Line - will bid on the job.

ECA:BM
9/15/50

Cave Junction 3-14-50

Preliminary Estimate.

Lister Street from Redwood Highway to Junction Avenue (0.12)
Caves Avenue from Oregon Caves Highway to Lister Street (0.36)
or approximately 0.48 miles

Grade & shape street to 28' width, place pit run base rock 12" in depth with crushed rock surfacing, place 0-11 oil mat 22 ft. in width, culvert pipe at intersection.

Grade and shape Street	All	Lump	250.00
3"-0 base rock in	3360 cyds	1.25	4200.00
3/4-0 Crushed rock	650 cyds	4.00	2600.00
Sprinkle	80 M gal	4.00	320.00
12" Concrete culvert pipe	360 lin ft	2.60	936.00
Furnish & place aggregate	380 cyds	6.00	2280.00
Furnish & place [illegible]-200	42 tons	60.00	2520.00
			$13,106.00
			1310.
			300.
			$14,716.00

Finish Out Blocks

use $15,000.00

Lister st only 0.12 mile R.W. Hwy to Junc. Ave. (0.12)			[illegible]
3"-0	8" base rock 28' wide	620 cyds @ 2.25	1395.00
	Exc.	300 cyds @ 1.00	300.00
	160 lin ft 12" culvert pipe	160 lin ft @ 2.60	416.00
3/4-0		230 cyds @ 4.00	920.00
			$6,631.00

This out due to increase in cost and State got Cave Junction — California State Line

Cave Junction 3-2-50

Contacted Mayor Hussey and Recorder Isabel Sewell and with them investigated streets.

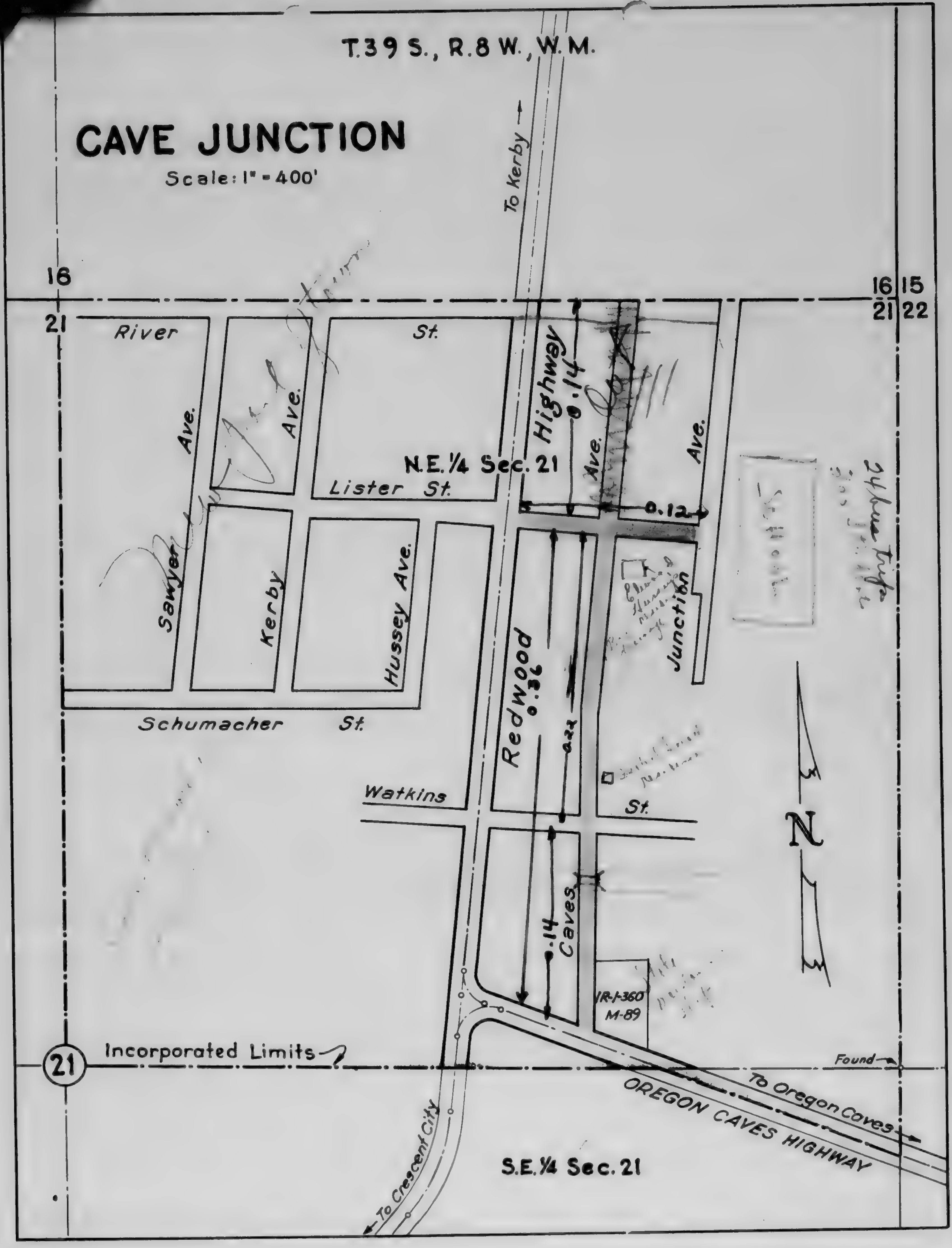
The district has recently built new consolidated school at the head of Lister Street and school busses make a total of 24 trips a day (12 buses, 2 trips each) over Lister Street and the drivers advised me they did not travel on Caves Highway.

The City has had a considerable increase in population but it is evident most of the new residents live on the west side of the Redwood Highway

The city said they were financially embarrassed as they have to install new sewer and water systems so can give no aid in repairing streets.

The qualifications on these streets are on the lean side, but because of school bus traffic on Lister street believe we can recommend the repair of Lister Street.

Because of my mileage limit did not get an estimate on Kauffe Avenue –


T.39 S., R.8 W., W.M.
CAVE JUNCTION
Scale: 1" = 400'
To Kerby →
16
21
16 15
21 22
River St.
Sawyer Ave.
Ave.
Kerby Ave.
Hussey Ave.
Lister St.
N.E. ¼ Sec. 21
Highway
0.14
Ave.
Ave.
0.12
Schumacher St.
Redwood
0.36
0.22
Junction
School
24 hour trip
Watkins St.
N
Caves
.14
IR-1-360
M-89
21
Incorporated Limits
Found
To Oregon Caves
OREGON CAVES HIGHWAY
To Crescent City
S.E. ¼ Sec. 21

Cave Junction

[illegible] Oregon [illegible]

[illegible]

Cave Junction

[illegible] Caves [illegible]

[illegible]

59-26

[illegible]

59-27

[illegible]

Cave Junction.

There are not sufficient fund to construct both streets and city desires street to school be given preference.

Believe project on Lister Street qualifies because of construction of new consolidated school and subsequent increase in traffic. 24 school busses per day (12 busses 2 trips each) 300 students in school.

(This figured a-c because of Caves-Junction
State Hiway State Job –)

Form cc-50
Special City Allotment

2-13-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cave Junction is an incorporated city of the State of Oregon, and has a population of 243, as given by the latest official census, and

RECEIVED
MAR 3 1950

Form cc-50

WHEREAS, the following streets of said city,
Caves Ave - Oregon Caves ~~Ave~~ Hwy
to Lister St.
Lister St - from Redwood Hy to Junction Ave.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Caves Ave - from Oregon Caves Hwy
to Lister St.
Lister St from Redwood Hwy to Junction Ave.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Cave Junction does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Elwood Hussey and Isabel H. Small as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of Feb., 1950.

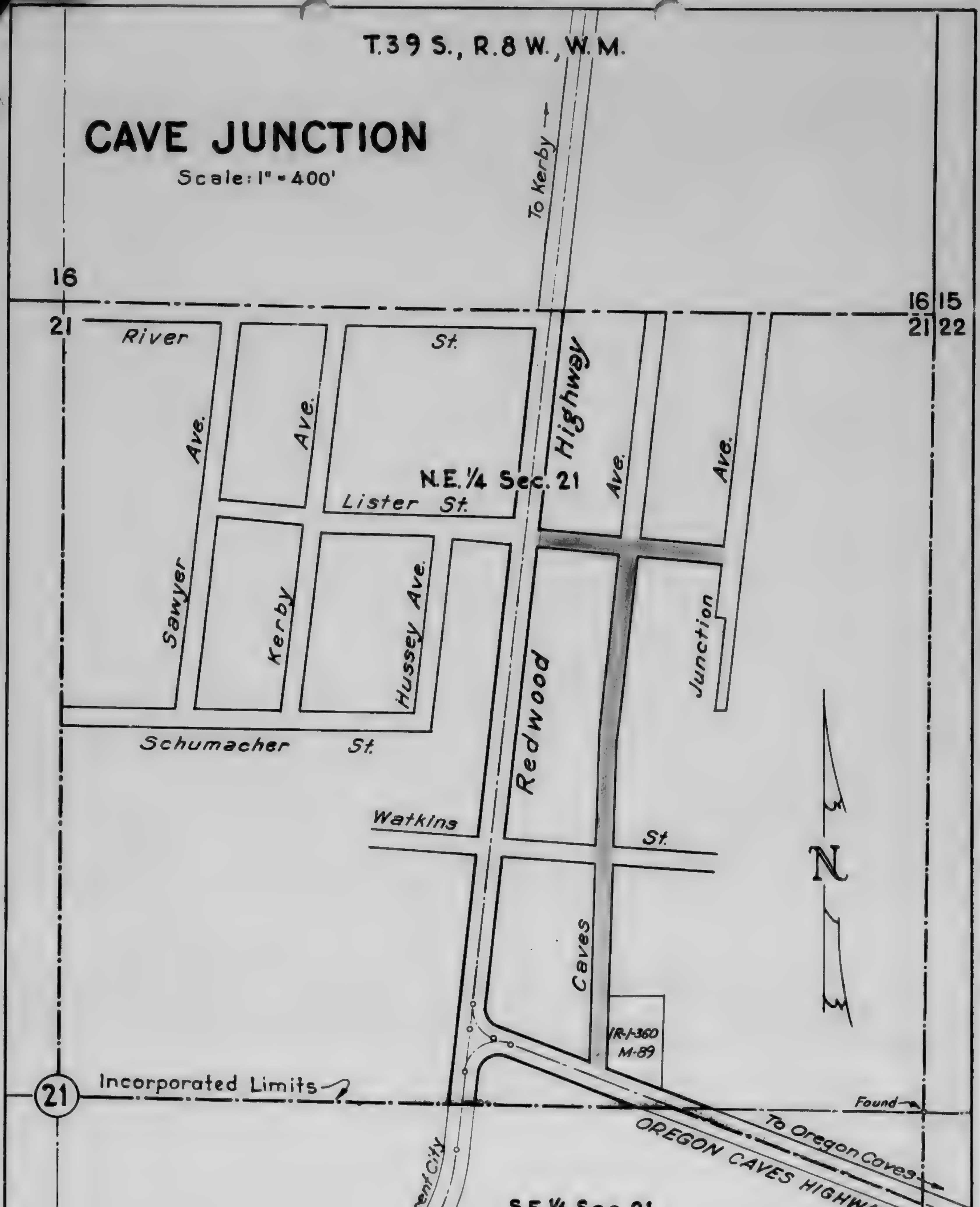
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cave Junction at a regular or special meeting of said council, held on the 13th day of Feb, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13th day of Feb., 1950.

Isabel H. Small.
City Recorder


T.39 S., R.8 W., W.M.
CAVE JUNCTION
Scale: 1" = 400'
To Kerby
16
21
16 15
21 22
River
St.
Highway
Ave.
Ave.
Sawyer
Kerby
Hussey Ave.
Ave.
Ave.
N.E. 1/4 Sec. 21
Lister St.
Junction
Redwood
Schumacher St.
Watkins St.
N
Caves
R-1-360
M-89
21
Incorporated Limits
Found
To Oregon Caves
OREGON CAVES HIGHWAY
To Crescent City
S.E. 1/4 Sec. 21

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

3-2-49

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cave Junction is an incorporated city of the State of Oregon, and has a population of 243, as given by the latest official census, and

WHEREAS, the following streets of said city,

Cares Ave.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Cares Avenue.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Cave Junction does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Isabel H. Small or Edward Henry as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 17th day of Dec., 1949.

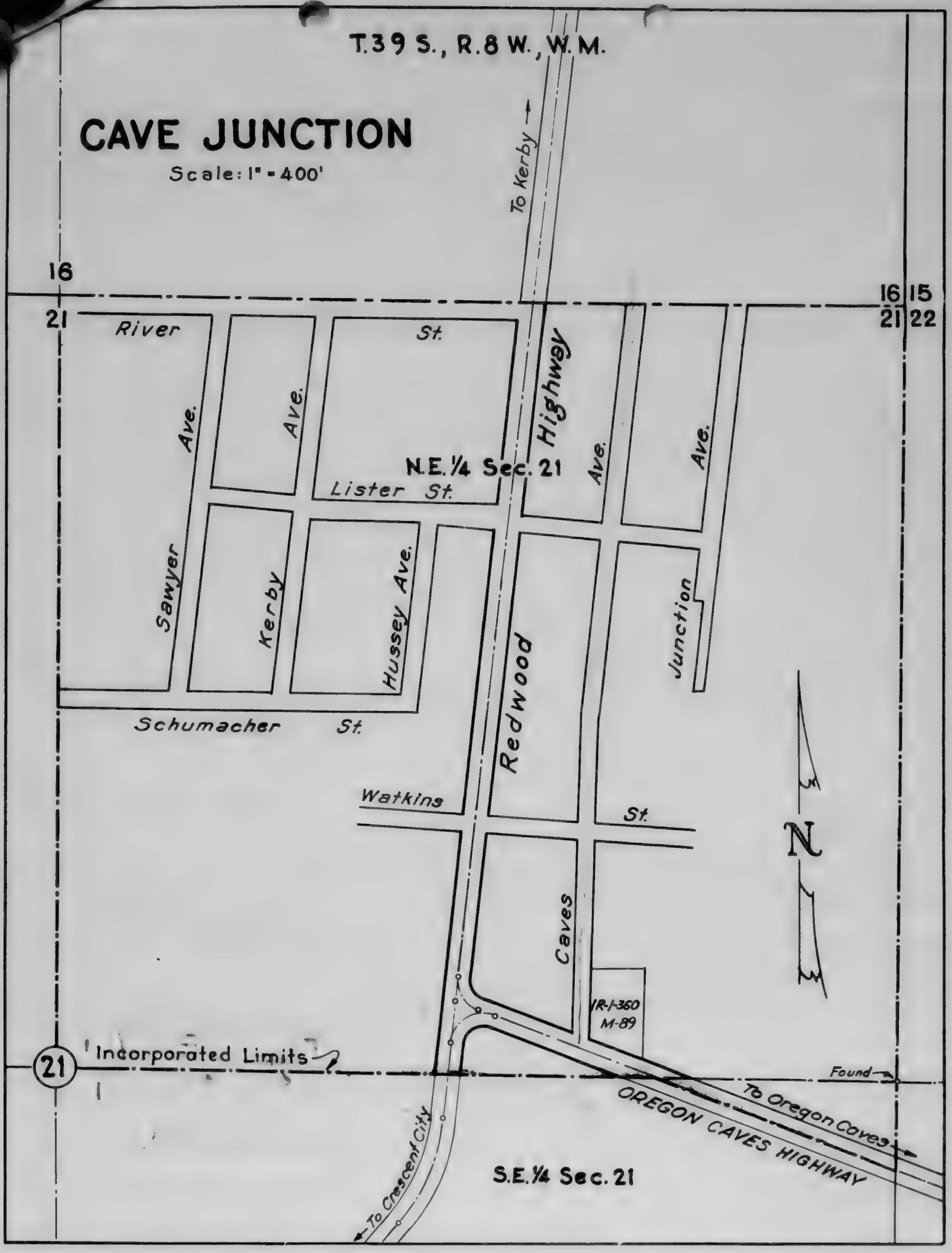
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cave Junction at a regular or special meeting of said council, held on the 12th day of Dec, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of Dec, 1949.

Isabel H Small
City Recorder


T.39 S., R.8 W., W.M.
CAVE JUNCTION
Scale: 1" = 400'
To Kerby
16
21
16 15
21 22
River St.
Sawyer Ave.
Kerby Ave.
Hussey Ave.
Redwood Highway
Ave.
Junction Ave.
N.E. 1/4 Sec. 21
Lister St.
Schumacher St.
Watkins St.
Caves
N
IR-1-360
M-89
21
Incorporated Limits
Found
To Oregon Caves
OREGON CAVES HIGHWAY
To Crescent City
S.E. 1/4 Sec. 21

December 2, 1949

Isabell H. Small
City Recorder
Cave Junction, Oregon

Dear Madam:

In answer to your letter of November 28, you will find enclosed two copies of a resolution form for expenditure of funds under the $250,000 Special State Tax Street Fund. Please fill out both forms. Return one copy to this office and retain one copy for your files.

If we can be of any further service to you, please feel free to call on us.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

RHP:MM
Encl.

NOTED
J. W. CATTRALL

City of Cave Junction
Gateway to the Oregon Caves
Cave Junction, Oregon

November 28, 1949

Mr. John W. Cattrall, Engineer
City-County Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Will you please send me application forms and instructions for making application through the "special need" fund for money to improve a secondary street in the City of Cave Junction, running parallel to the Redwood Highway.

Very truly,

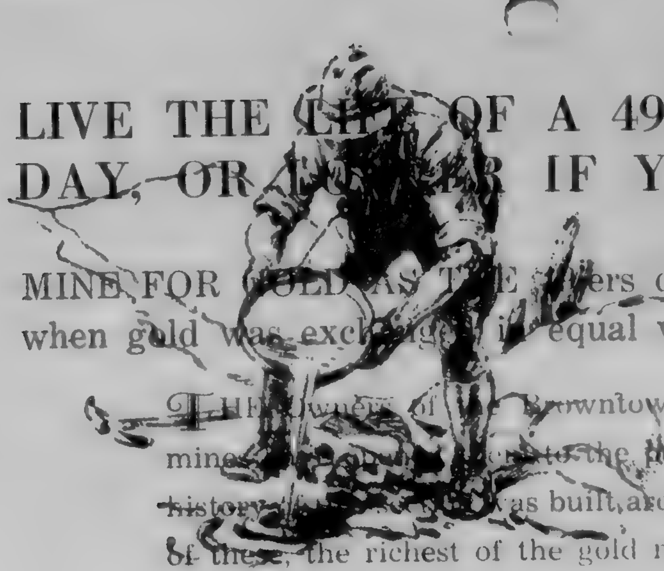
Mayor

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

RECEIVED
NOV 29 1949
ENGINEER
CITY-COUNTY RELATIONS

NOTED
J. W. CATTRALL

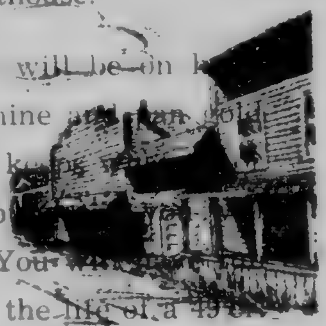


LIVE THE LIFE OF A 49'er FOR A DAY, OR LONGER IF YOU LIKE.

MINE FOR GOLD AS THE 49'ers did in the days when gold was exchanged in equal weight for salt.

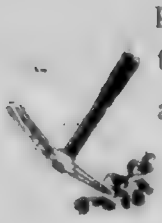
THE owners of the Browntown and Tigertown mines [illegible] to the public. The earliest history [illegible] was built around the operation of these, the richest of the gold mines of the west.

It is just a 15 minute side trip from the Oregon Caves highway and 20 minutes from Cave City or Cave Junction over a beautiful mountain road that follows a fine trout stream, the Althouse.



Experienced old time miners will be on h[illegible] to show the Tenderfoot how to mine and pan gold just as the 49'ers did. The visitor k[illegible] she gets. The ground is virgin gro[illegible] play the game as the 49'ers did. You [illegible] and get a better understanding of the life of a 49'er. Accommodations are restricted somewhat but are far better than the 49'ers ever enjoyed.

In return for the nominal fee charged for the privilege of mining, the miner is furnished instruction by expert miners and is allowed to keep any and all gold mined.



Owners
ELWOOD HUSSEY
and
IRVIN J. McCALL

Telephone:
CAVE JUNCTION
3703 or 1231

22-1124 Sweet Home Sec. of the Santiam 19
Hwy.

#3399

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1952, 19

Section Sweet Home (Holley Jct. - 19th St.)

Kind of work Grading & Paving

Highway Santiam

Section prefix 222-1124

Contractor Warren Northwest
State Paving Crew

Contract number

Date of contract , 19

Date of completion , 19

Date work started , 19

Estimated date of completion , 19

Amount of contract . . . . $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed work on gutters and tested with level every 5 ft also with water test. All parts drained. ~~[illegible]~~ Those responsible for maintenance will have to keep gutters clean or they will hold water because of the extremely slight grades from 1511 to 1533. Work completed Wednesday and two men assigned to other work.

NOTED
H.G. SMITH

RECEIVED
JUL 14 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed S J Walter

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53382

RECEIVED
JUN [illegible] 1952
FOR FILING

3399

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 25, 1952

(CONTRACT NO.)
3399

(EST. NO.)
8-final

(CONTRACTOR)
Warren Northwest, Inc.

(VOUCHER NO.)
10659

(WARRANT NO.)
R-42994

(AMOUNT)
$ 3,410.21

(DATE)
June 25, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: Extended to Oct. 9, 1951

Completion Date: Oct. 9, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-26-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
6-26-52

RECEIVED
FOR FILING

June 12, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3399 for grading and paving on the Sweet Home (Holley Jct.-19th St.) Section of the Santiam Highway in Linn County was completed by the contractor, Warren Northwest, Inc., on October 9 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $3,410.21 will be released to the contractor on or after June 23, 1952. The total contract amount is $113,143.38, of which amount $43.37 represents force acctount items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
6-13-52

RECEIVED
JUN 10 1952
FOR FILING

3399

June 6, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on May 26, 1952, had under discussion your request for an extension of time of nine days, from September 30 to October 9, 1951, within which to complete your contract No. 3399 for grading and paving on the Sweet Home (Holley Jct.-19th St.) Section of the Santiam Highway in Linn County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. F. Walters,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
6-6-52 gl

RECEIVED
DEC [illegible] 1951
FOR FILING

a-1127

[illegible]

December 2[illegible], 1951

Oregon State Highway Commission

Gentlemen:

You will remember that, at the October meeting, there were some complaints relative to unevenness of the pavement along the curb lines on the newly improved section of the Santiam highway through Sweet Home.

We made an immediate investigation--Mr. Williams, Mr. Smith, and Mr. Eason personally making a thorough study. It was determined that there was a considerable amount of unevenness along the curb lines which resulted in pools of water which, while less than an inch in depth, did present an unsightly appearance and in some instances resulted in splashing of water on pedestrians on the sidewalk. The contractor immediately started repairing the unevenness by patching with a fine mix, but fall rains set in before the project could be completed, and it has now been necessary to defer further work until seasonable weather next year. The major uneven portions have been improved by a combination of the fine patching in low areas and cutting of high areas, so that the impounded water is not very critical now.

The contractors with their large plants are not very well prepared to do this fine patching work, and we believe a much better job will result if we perform the work with state forces as soon as weather will permit next year. If work is performed by state forces the work will be charged against the contract, and we have an unexpended balance on the contract authorization of approximately $8,000. The estimated cost of the fine patching work to eliminate the water pockets is $600, so that there will still be a material saving on the contract authorization. It is very questionable if the unevenness of the surface was definitely the fault of the contractor, as the flat ground and level grade on this section were extremely difficult to finish evenly and probably the inspection was more at fault than the contractor's operations. In any event we would be required to pay the contractor for such materials as went into the project, and there would be no extra cost by doing the work with state forces.

I recommend that the contractor be released from the project and that we retain the project authorization until necessary work has been accomplished and then close out the project.

This matter will be on the next agenda.

Very truly yours,

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. F. D. Eason

R. H. Baldock
State Highway Engineer

FORM E-30 25M 6-51 40713

22-1124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1951

SUBJECT:

To: Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

NOTED
W. C. WILLIAMS

Dear Sir:

The Sweet Home project under Contract 3399 (Contractor, Warren Northwest Company) was completed October 9, 1951, but the first rains indicated the finished surface showed unevenness along the gutter line with resulting birdbaths.

The contractor at our request made patch repairs to better this condition before moving his plant to another State paving job on the Columbia River Highway. His repairs proved to be inadequate and the State paving crew attempted to do some skin patching work to better the condition but the wet weather at that time prevented a satisfactory job. We then did some chipping work along the gutters to relieve ponding water on the flat grades and provided a reasonably satisfactory drainage for this winter period. Much depends, however, on the City's attention to periodical cleaning and flushing of the gutters to remove accumulated dirt and debris.

The contract authorization for this project provided $133,591.50. The final estimate (subject to check) is $125,641.50, leaving a balance unexpended of $7,950.00. I suggest that we take careful cross-sections on the finished pavement this coming spring and design a new crown and gutter grade to use for State crew fine patching next summer. The original crown and grade for the flat portion of this project was not satisfactory and was no fault of the contractor. I believe we can work out a much better drainage by some fine patching next summer with a State crew. These patching crews are especially qualified to do this type of patching work.

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
DEC 7 1951
FOR FILING

[illegible]

[illegible]

December 6, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3399, for grading and paving on the Sweet Home (Holley Jct.-19th St.) Section of the Santiam Highway in Linn County.

This payment, in the amount of $9,505.26, will be released to the contractor on or after December 17, 1951. The retained percentage is $3,393.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

12-6-51

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 24, 1951, 19

Section Sweet Home (Holley Jct.-19th St.

Kind of work Grading & Paving

Highway Santiam

Section prefix 22-1124

Contractor Warren Northwest Inc.

Contract number 3399

Date of contract Aug. 22, 1950, 19

Date of completion Aug. 31, 1951, 19

Date work started May 15, 1951, 19

Estimated date of completion Oct. 9, 1951, 19

Amount of contract $118,248

Per cent of time elapsed 111 %

Estimated cost of completed project, exclusive of engineering $115,141.52

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $10285, %

Date project was completed [illegible] 9, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Estimate completed and will be submitted Monday or Tuesday.

NOTED
H. G. SMITH

RECEIVED
NOV 26 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 48418

RECEIVED
NOV [illegible]
FOR FILING

[illegible]
3399

October 24, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1951, within which to complete your contract No. 3399 for grading and paving on the Sweet Home (Holley Jct.-19th St.) Section of the Santiam Highway in Linn County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Highway Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: F. D. Mason,
Division Engineer

L. F. Walters,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
SEP 1 7 1951
FOR FILING

22-1124

[illegible]

September 10, 1951

Request for extension of time
No. 2
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest Inc. for an extension of time on Contract No. 1299, Sweet Home Section of the Santiam Highway, from August 31, 1951 to September 30, 1951.

A portion of this contract involved the construction of a large box culvert in Ames Creek which was held up because of high water. The contractor completed the curbs, storm sewer, and paving, and traffic was restored to normal use of the street prior to the specified completion date. The work remaining comprises of the replacement of sidewalks and driveways.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

me

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FORM E-123X 25M 7-50
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 25, 1951

22-1124

RECEIVED
MAY 28 1951
OFFICE OF
CONSTRUCTION ENGINEER

Mr. Jess M. Parker,
City Manager,
Sweet Home, Oregon.

Dear Mr. Parker:

I have your letter of May 23rd furthering a request from the City Council that curb, sidewalk and handrail be installed on each side of the box culvert that is to be built under the contract at Ames Creek in Sweet Home.

If you will note, our plans call for a curb continuous from a point west of the culvert to points east of the culvert, where it either ends at a street intersection or connects with existing curbs. As a general thing the State does not build sidewalks, except where the existing sidewalks have been destroyed or demolished by the new construction work, they are then replaced in kind. I believe the State Highway Commission takes the position that any new sidewalks within cities are an obligation of the city or property owner.

It might be necessary for a short distance on each side of the culvert, where a deep fill will obtain, to place several sight posts for the protection of pedestrians who might be walking outside of the curbing. This will be investigated when the work progresses. I think sidewalks beyond the curb across this fill will be very desirable and perhaps necessary, but as far as I know, the obligation is the City's. However, I am sending a copy of your letter to Mr. Smith, which, if he thinks warranted, will be passed on to Mr. Baldock's or Mr. Williams' attention.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. H. G. Smith

Williams

May 23, 1951

Mr. F. D. Eason, Division Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Eason:

The Council of the City of Sweet Home, at their meeting held last night, directed me to write you and ask that curb, sidewalk and hand rail be installed at each side of the box culvert which the state is building on the South Santiam Highway at the Ames Creek crossing in Sweet Home,

This portion of the Highway through Sweet Home is subject to heavy pedestrain traffic and the Council, the Sweet Home Safety Council and Service Clubs consider these walks as extremely necessary for safety of the public.

We wish to thank you for the cooperation which you have shown this City in the past.

Respectfully yours,
City of Sweet Home
by

City Manager

JMP:mh

RECEIVED
MAY 28 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
APR [illegible] 1951
FOR FILING

28-1134

[illegible]

April 10, 1951

Mr. W. F. Bushnell
Assistant Vice President
The First National Bank
Portland, Oregon

Dear Sir:

This will acknowledge your letter of April 5 with respect to the provision for approaches on the Sweet Home contract to your properties along the south side of the highway as indicated on your sketch map.

I am instructing our field engineer on that project to provide openings in the curb at the locations which you indicated for these proposed driveways. The widths are in accord with our standard practice and will be constructed on that basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. D. Eason
Mr. S. F. Walters

[illegible] D
FOR FILING

FORM E-30 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1951

SUBJECT:

To: Mr. R. H. Baldock,
State Highway Engineer,
Department.

Dear Sir:

Returned herewith Assignment No. 5426, which you referred to me, with an answer to Mr. Bushnell which you requested.

I am instructing our engineer in accordance with this letter to provide the driveway openings requested, since you have indicated that this should be done.

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

FDE:AM

P. S.

The sketch map submitted by Mr. Bushnell is being sent to Mr. Walters for his use in laying out the curb openings.

F. D. E.

SIGNMENT

No. 5426
By B

Letter 4-5-51 from W. F. Bushnell, Asst. V. P., First National Bank of Portland, about access to properties of Bank of Sweet Home and Mr. MacNaughton from Santiam Highway.

Acknowledged by _____ Referred to __EASON_________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________________ signature
xx Please prepare a reply to this and take such action as is necessary.
Assignment executed 4-10-51 Report received _________

Remarks:

NO.1553
THE FIRST NATIONAL BANK
OF PORTLAND
PORTLAND, OREGON

April 5, 1951

State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. R. H. Baldock

The undersigned is writing you on behalf of our affiliated bank, The Bank of Sweet Home, in connection with the improvement of the South Santiam Highway through the City of Sweet Home, and also for Mr. E. B. MacNaughton, Chairman of the Board for the First National Bank of Portland both of whom own adjoining property facing the South Santiam Highway or "M" Street in Sweet Home. The enclosed sketch shows the holdings of the Bank of Sweet Home and Mr. MacNaughton. The Bank owning 100 ft. more or less of which the west 35'11¼" is improved with a bank building. The remainder of the property will be improved for parking lot facilities as well as the 50 ft. lot of Mr. MacNaughton. It is desired that at the time the curbs and sidewalks of this improvement are constructed that at the center line as shown on, the enclosed sketch that there be provided driveways for access to these properties 25 feet in width with the apron for the driveway flaring out to a total of 30 ft. If we have not made the requirements clear in this communication, we should be glad to furnish you with such other information you may need, or if you desire to have a representative meet your representative on the premises, we should be happy to do so.

Yours very truly,

W. F. Bushnell
Assistant Vice President

WFB:fah
encl

RECEIVED
APR - 9 1951

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NOV 15 1950
FOR FILING

[illegible]

[illegible]

2238

Salem, Oregon
November 15, 1950

Cross Referenced To:
Maint.
Traffic Safety
Channelization

Mr. F. D. Eason

You have a copy of Mr. Crandall's letter of November 13 in which it is recommended that the median island in Sweet Home be omitted to provide a 60-foot opening opposite the Linn County Fire Patrol headquarters.

Mr. Crandall's recommendation is concurred in, and this letter is your authority to exclude this portion of the median island, but no other openings are to be permitted except as shown on the plans.

W. C. Williams

WCW:me

cc Mr. H. G. Smith
Mr. F. B. Crandall

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1950

SUBJECT: Request Medial Island Opening
US20 - Sweet Home
Assignment WCW-2038

To: Mr. W. C. Williams

Following through on above indicated assignment, Messrs. Head and Johnson of this office met with the Sweet Home City Council on the night of November 8 and discussed with them the matter of additional medial island cuts, with respect the projected work US20 through Sweet Home.

It was pointed out to the local people that it was rather poor business to start cutting up the median section at places other than intersections with public way crossings and, if that sort of thing were once started, there would be no end to the requests. The Council members could see the logic of such policy and, it is believed, were generally agreeable to "holding the line" on this matter of promiscuous cuts in the median strip.

It does appear that there is one place in which medial cut in the island would be in order however, and that is at a point opposite the Linn County Fire Patrol headquarters and garage, which is located on the northerly side of "M" Street at approximately station 1526+50. It is recommended that the plans as presently drawn be revised to include a medial island break at this point - this should be the 60 foot opening to conform with other openings and should be spotted in the field to properly serve the Fire Patrol headquarters.

If you concur with our thoughts regarding the additional medial island cut, I presume the matter could be turned over to Mr. Eason for execution and the assignment considered completed.

I am returning your file.

Crandall
[illegible] Crandall
Traffic Engineer

[illegible]C/mah

cc - [illegible]. D. Eason

ASSIGNMENT

ctober 16, 1950

No. 2238 [illegible]
By

Description: Jess M. Parker's letter of October 11 regarding possibility of securing three cuts in proposed center divider strip between 13th Ave. and 18th Ave. on Santiam Highway, Sweet Home

Acknowledged by _____ Referred to Crandall ✓ _________

Investigate and report with recommendation
Investigation, such action as necessary and report
xx Comment or recommendation
Return with rough draft of reply
Please prepare for ________ signature
____

Assignment executed ______ Report received _________

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: You will probably need to meet with city council.
WCW

CITY OF SWEET HOME
LINN COUNTY, OREGON

NOTED
W. C. WILLIAMS

October 11, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams

The Sweet Home City Council at their meeting held last evening were petitioned by representatives of the Sweet Home Community Safety Council and others to contact the Oregon State Highway Commission relative to the possibility of securing three cuts in the proposed center divider strip between 13th Avenue and 18th Avenue on the Santiam Highway to be used as vehicular turn arounds.

The Council directed me to contact the Oregon State Highway Commission in regards to the possibility of representatives of the Commission meeting with the Council and the Sweet Home Community Safety Council to discuss this problem and others pertaining to Highway Commission plans through the City.

It is the Council's thoughts that representatives from your department could consider suggested changes from your present plans and if these were not practical they could advance satisfactory reasoning to substantiate your present plans.

NOTED
[illegible] GRANT [illegible]

NOTED
[illegible] AL HEAD

If a meeting of this nature is possible the Council would appreciate having more than one date for such a meeting to choose from so that the possibility of more Council members being present could be expected. The Council meets at 8 P. M. in the evening and if such an evening meeting could be had it would be more convenient for the Council.

Respectfully yours
City of Sweet Home
By Leon M. Parker
City Manager

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FOR FILING

L-2-1124

3399

Files

September 11, 1950

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you on August 22, 1950 by the State Highway Commission, as follows:

Contract No. 3399, for grading and paving on the Sweet Home (Holley Junction-19th St.) City Street Section in Linn County.

Contract No. 3400, for grading and paving on the Aumsville (Main Street) City Street Section in Marion County.

These copies are for your records and files.

We are also sending a fully executed copy of each of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
AUG 28 1950
FOR FILING

22-1124

3399

August 28, 1950

Jess M. Parker, City Recorder
City Hall
Sweet Home, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Sweet Home, covering the improvement of the Santiam Highway through this city.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
AUG 21 1950
FOR FILING

[illegible]

3377

Sweet Home

August 18, 1950

Mr. Jess M. Parker
City Manager of Sweet Home
Sweet Home, Oregon

Dear Mr. Parker:

Relative to typical sections for the highway improvement in Sweet Home, you are advised as follows:

Where the plans show a 10-foot sidewalk on those areas where the buildings are already set back and an eight-foot sidewalk installed, the existing sidewalks will be widened to 10 feet and there will be no break in the curb line. This is by reason of the fact that the property was either donated or the negotiations provided that the State would construct the sidewalks. On all other sections the State will not construct the sidewalks.

Between Stations 1514+50 and 1533+00 the right of way varies in width in some places on the southerly side. The distance between curbs will be exactly the same on this section as on the balance, to wit: 68 feet between curbs, which provides for a six-foot divider, 23 feet for two traffic lanes on each side of the divider, and an eight-foot parking space adjacent to each curb. The width of the sidewalk is varied only by reason of the fact that the right of way does not in all cases provide sufficient width for a 10-foot walk.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

CITY OF SWEET HOME
LINN COUNTY, OREGON

August 16, 1950

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

This letter is relative to yours of August 9, 1950 in which you enclosed plans and specifications for the improvement of Oregon State Highway No. 16 through the City of Sweet Home.

At a Council meeting held August 14, 1950, the Council went over these plans and specifications and were very much in accord with them with the exception of two or three questions which I will outline in the following paragraph.

These plans show a typical section from Highway Station 1501 + 70 to 1514 + 50 on which a ten foot sidewalk is indicated on the right hand (south side) of the highway. There are several portions in this area where the buildings are already set back and 8 foot sidewalks installed. Will these existing sidewalks be widened to 10 feet or will there be a 2 foot break on curblines?

The typical section station 1514 + 50 to 1533 + 00 indicates a 7 foot sidewalk in the section which I understood you to inform me over the phone would be a 10 foot sidewalk on the south side, 4-11 foot traffic lanes and a 6 foot traffic seperator strip leaving 8 feet on each side of highway for parallel parking making a total of 76 feet which is now the width of right-of-way owned or to be acquired by the Commission.

Please understand that these are not criticisms but only questions. The Council in a meeting held August 15, 1950 has passed Resolutions and authorized signing of an agreement which was presented by the Oregon State Highway Commission pertaining to this improvement.

Respectfully yours,

CITY OF SWEET HOME

City Manager

JMP:ca

50

OR FILING

August 9, 1950

Mr. Jess Parker
City Manager
Sweethome, Oregon

Dear Mr. Parker:

We are sending you today under separate cover a set of special provisions and plans for the improvement of the Santiam Highway in Sweethome, for which bids are to be received by the State Highway Commission at its meeting in Portland on August 22, 1950.

We are also sending along a set of our standard specifications, referred to in the special provisions for the project.

It is hoped that we will receive a favorable bid on the project and that its construction will be performed expeditiously and to the satisfaction of all concerned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

VCO'N:cw

RECEIVED
SEP 18 1950
FOR FILING

FORM R-20 25M 6-40 32802

AGENDA
[illegible] 1950

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1950

SUBJECT: Assignment No. 2096 - WCW ~~MISC CONTRACTS and AGREEMENTS No.~~

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
Asst. Chief Engineer
agenda please.

Enclosed are three copies of an agreement with the City of Sweet Home in connection with the Sweet Home project. Two of these copies have been executed by the proper city officials and are now ready for presentation to the Commission. In addition, we have on file in this office two copies each of a grade and an encroachment resolution executed by the proper city officials.

This completes Assignment No. 2096.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

NOTED
W C WILLIAMS

JFH:MM
Encl.

2 copies to be signed

AUTHORIZED BY HIGHWAY COMMISSION
DATE May 25, 1950 Minute Page 16818
Secretary

A

ASSIGNMENT

No. 200' #CH

Date: **August 14, 1950**

By [redacted]

Description: **Ralph Wyckoff's letter of August 14 enclosing five copies of an agreement between City of Sweet Home and the State**

Acknowledged by _____ Referred to ___**Cattrall**_______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _______________ signature

Assignment executed _______ Report received ______

Remarks: **For city execution.** WCM

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.____________

FORM E-30 25M 9-49 34882

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1950

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Pursuant to Mr. Hagemann's request, I am enclosing herewith five copies of an agreement between the City of Sweet Home and the State.

Yours very truly,

J. M. DEVERS

By Ralph Wyckoff
RALPH WYCKOFF
Assistant Counsel

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Enclosures
RW:AWP

RECEIVED
AUG 15 1950

RECEIVED
AUG 16 1950
FOR FILING

22-1124

3344

CITY OF SWEET HOME
LINN COUNTY, OREGON

August 15, 1950

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This letter is in reply to your letter of July 31, 1950 relative to the use of City Streets for detours during certain phases of the construction on State Highway No. 16 (M Street) through Sweet Home.

This permission is granted by the Council of Sweet Home and by Mr. R. McLean, who owns a short section of property between State Highway No. 16 and State Secondary Highway known as Holley Road which has been used as a street, providing all street surfaces and/or bridges are replaced in as good or better condition than existed before such streets are used as detour roadways.

Respectfully yours,

CITY OF SWEET HOME

NOTED
W. C. WILLIAMS

City Manager

Approved by

R. McLean

JMP:ca

cc D. D. Rohrbough, Resident Engineer
Oregon State Highway Commission
620 Burkhart Street
Albany, Oregon

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FOR FILING

[illegible]

3377

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. J. M. Devers
Chief Counsel

The Highway Commission at its August 21-22 meeting is calling for bids for grading and paving on the Santiam Highway No. 16 in the City of Sweet Home. The limits of the project are as follows:

> From the west end of the project at State Highway Engineer's Survey Station 1494+60.7 at approximately the intersection of the center line of "L" Street with the center line of the Santiam State Highway; thence easterly to State Highway Engineer's Survey Station 1533+00, the east end of the project, approximately 250' easterly (when measured along the center line of the Santiam Highway) from the intersection of the center line of 18th Avenue.

The project is to consist of widening, construction of curbs and median strip where needed, and placing asphaltic concrete as shown on the Sweet Home (Holley Junction-19th Avenue) Section plan and profile map dated June, 1950, and on file with the Oregon State Highway Commission in Salem.

It is requested that an agreement be drawn up between the City of Sweet Home and the State Highway Commission to include the following points:

> State to construct the above improvement on the route of the Santiam Highway in the City of Sweet Home.
>
> City to move or cause to be moved all telephone and power poles, fire hydrants, and other utilities without cost to State. City agrees to pass the necessary ordinances restricting all parking to parallel parking only, within the limits of the project.

In order to effect distribution to all parties concerned, five copies, in addition to any required by the Legal Department, will be necessary.

Anything that can be done to expedite this matter will be appreciated.

John W. Cattrall
Engineer, County and City Relations

John F. Hagemann
By: John F. Hagemann
Field Engineer

JFH:MM
CC: Mr. W. C. Williams

Const
Projects
Munic
Sweet Home

July 31, 1950

Mr. Jess Parker
City Manager
Sweet Home, Oregon

Dear Sir:

In connection with the proposed contract work in the City of Sweet Home, we find that it will be necessary to detour traffic on the city street one block south of the highway because of the culvert construction replacing the bridge across Ames Creek. It may also be necessary to detour traffic on this back street for short periods during the paving work on the highway next summer.

It is requested that the City approve the use of this detour, with the understanding that the State will guarantee the load capacity of the bridge across Ames Creek on the detour street and will repair and maintain the street while in use as a detour, leaving the same in as good a condition as existed prior to detour use.

It is anticipated that the detour may be required during September and October while the culvert is being constructed and the new fill made across Ames Creek, also at periods during the '51 construction season when the detour will be needed because of paving operations.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

May 16, 1950

1769

Mr. E. B. MacNaughton
The First National Bank
P. O. Box 3457
Portland 8, Oregon

Dear Sir:

This will acknowledge your letter of April 13 commenting on the sidewalk widths on the proposed Sweet Home project.

The agreements made for the bank frontage right of way and other properties adjoining were on the basis of replacing the sidewalk and curb in kind, removing the old sidewalk and paving the street to the new curb line. The removal of the old sidewalk, placement of base and paving of this area will be performed under the proposed contract.

The new sidewalks and curb were constructed and paid for by the State, to sidewalk width of the old walk. The bank property and others adjoining at their own expense, I believe, carried the sidewalk to the whole width of the sidewalk area and up to the building fronts.

The plans on this section of the city where the curbs and sidewalks are to be changed call for the acquisition of an additional width of 16.0 feet. Eight feet of this width will be utilized in the street widening, which leaves 8.0 feet for curb and sidewalk. The existing sidewalk, where now constructed, is of 5-foot width. The State will construct the new curbs and a new sidewalk of 5-foot width, and any additional width of sidewalk will be the obligation of the City or property owners.

In connection with this project, approximately 1,000 square yards of sidewalk need to be replaced over 1,000 lineal feet of street. Any change in our curb line to provide greater sidewalk width would lessen the street width for vehicular traffic, which is the main justification for this improvement so far as the use of State highway funds is concerned.

As soon as our plans are completed for the proposed contract, we will be pleased to send you a blueprint of the tracings for your information.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. O. Smith
Mr. F. D. Eason

bl

FORM E-30 25M 1-49 29023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #1869, Mr. Eason has prepared a draft of reply.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

Date: April 21, 1950 ASSIGNMENT

No. 1869
By [illegible]

Description: Letter by E. B. MacNaughton under date of April 18 re project for improving state highway through Sweet Home

Acknowledged by ----- Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
XX Comment or recommendation
→ Return with rough draft of reply
Please prepare for
-------------------------- signature

Assignment executed ------ Report received ------

Remarks: May 9-50

STATE HIGHWAY COMMISSIO

E. B. MacNAUGHTON
THE FIRST NATIONAL BANK OF PORTLAND
P. O. BOX 3457
PORTLAND 8, OREGON

April 18, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldrock:

Your Highway Department now has under way the project of improving the state highway through Sweet Home. Presently you are winding up the right-of-way problems and probably you are also making preliminary plans and specifications for the construction contract. I own three pieces of business property in Sweet Home, two of which are on the south side of the highway. The Bank also has its building on the south side of the highway. Both the Bank and I have given the right-of-way, and I was glad to see that the work is going to be carried out this year.

A point which I want to bring to your attention now is this. The City has cut back the sidewalks on both sides of the highway to a width entirely inadequate for best use of the street by pedestrians and that width has been further impaired by the installation of parking meters, leaving a net clearance between the building line and the parking meters insufficient for two active pedestrians to pass and another to do window shopping.

In making your plans for the final developments of the highway, sidewalk and storm sewers, would it be possible for you to establish a new curb line more in keeping with the importance of this street as a business artery and with reference to the fact that parking meters are going to continue to be used? I'd be pleased to hear from you about this and I sincerely hope you can do something to give adequate sidewalk facilities.

I would also appreciate receiving a blue print of the highway improvement, particularly with reference to your treatment of the crossing of the highway over the creek at the west end of town.

Yours truly,

E B MacNaughton

E. B. MacNaughton

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OREGON
STATE HIGHWAY COMMISSIO

EBM:db

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FORM E-123X [illegible]
FOR FILING

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1-2

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
State Highway Engineer
J. M. DEVERS
Chief Counsel
M. H. HAWKE
Auditor
H. B. GLAISYER
Secretary

August 4, 1950

Mr. [illegible] Cornell
Attorney at Law
Sweet Home, Oregon

NOTED
H. B. GLAISYER

R 14292

Dear Mr. Cornell:

Thank you for your letter of August [illegible], 1950, together with the enclosed four copies of an option signed by Hazel Truitt, the State Highway form E-11, and claim voucher upon the State Highway Commission signed by Hazel Truitt.

Inasmuch as the Commission has only authorized payment of the sum of $1,000.00, it will be necessary for this option to be presented to the Commission for its further action. Mr. Devers plans to present the same to the Commission with the recommendation that the option be accepted at its next meeting on August twenty-first and twenty-second. You will be advised of the Commission's action immediately thereafter.

We appreciate your cooperation with this office in the handling of this acquisition.

Yours very truly,

J. M. [illegible]

By

[illegible]
Assistant Counsel

C:mave
cc - H. B. Glaisyer

R. E.

RECEIVED
APR

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

[illegible]

3377

April 14, 1950

Mr. E. B. MacNaughton
The Oregonian
Portland 1, Oregon

Dear Mr. MacNaughton:

This will acknowledge receipt of your letter addressed to Mr. Devers regarding the present status of matters pertaining to highway improvement through Sweet Home. Mr. Devers is presently vacationing in Hawaii and I am taking the liberty of replying to your letter.

All of the necessary right of way is under option for purchase, with the exception of five parcels. Two of these parcels are owned by persons not residing in Oregon, and our negotiations with these persons are presently being carried on by correspondence. We are in substantial agreement with one of these nonresident owners, and a signed option should be received by this office within the next few days. With respect to the second nonresident owner, negotiations are still in progress, and we anticipate arriving at an agreement in the near future.

The remaining three parcels that are not under option are owned by persons residing in Sweet Home. Two of the parcels involve residences, and the third is owned by Mr. Max Landon and is used as a service station. We have been unable to agree with these three owners as to the prices to be paid for their properties; however, we are of the opinion that all five of these unoptioned parcels may be placed under option within the next two to three weeks.

Your letter will receive Mr. Devers' personal attention upon his return to the office on April seventeenth, at which time he may have additional information to supply you.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avn
cc - R. H. Baldock
Forrest Cooper

FOR FILING

FORM E-30 25M 6-49 32802

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Projects

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Sweet Home

AGENDA

1950

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1950

SUBJECT: File 15879

To: Mr. H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

Kindly place on the agenda for the next Commission meeting the matter of highway improvement in Sweet Home.

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

C.C.R.

ISSIONERS
ANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Agenda

March 8, 1950

NOTED
W. C. WILLIAMS

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 450
Portland 7, Oregon

Mr. Ben R. Chandler, Member
Oregon State Highway Commission
101 N. Broadway
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Gentlemen:

Some time ago representatives of the City of Sweet Home came before the Commission and reported that the local people would provide the rights of way necessary for highway improvement into and out of Sweet Home if the State would take care of the cost of moving buildings. That proposition was accepted by the Commission and we were instructed to proceed to take options.

The City people have now advised us that the City can not raise the funds necessary to procure the rights of way. While some of the property owners were willing to donate right of way they are not willing to donate if others are paid. There are several who will not donate. Therefore, it appears that all must be paid.

Our Right of Way Department has estimated that the total cost of the right of way is approximately $36,000.00. The estimated cost of moving buildings is $50,000.00, making a total of $86,000.00.

The purpose of this letter is to bring this matter to your attention so that full consideration may be given at the next meeting and as a result of such consideration instructions given this Department.

I am sending a copy of this letter to Mr. E. B. MacNaughton who is vitally interested in the proposed project and who has, without cost, made available necessary rights of way which involved his property.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:WH
cc - E. B. MacNaughton
W. C. Williams

1950

FOR FILING

January 27, 1950

Oregon State Highway Commission

Gentlemen:

On the unfinished business agenda is the matter of improvement of the Santiam Highway through Sweet Home.

Reviewing briefly this matter, I presented to you some time ago a complete report, in which it was indicated that the total cost of the improvement through Sweet Home would be $186,000. Of this amount, $69,000 was right of way, of which $18,000 was estimated as the cost of the land and $51,000 the cost of either cutting off certain buildings or paying damage. The construction cost is $117,000.

As the City had originally proposed to secure the right of way, you asked that we provide the City with necessary property descriptions so that it could secure options for the right of way required, estimated to cost $18,000, and which the City would pay.

The City was furnished such options about six weeks ago and has been working on the securing of the options. Progress has been rather slow, and Mr. Devers has assisted them by loaning one of his right-of-way agents at various times. I cannot say just when they will have secured the options.

I am informed, however, that the City does not feel that it will be able to pay for the right of way if it costs $18,000, but it intends to secure all options and then appear before the Commission and advise what it can do. I can see no further action that can be taken until the City has secured the options, knows the cost thereof, and then makes known to the Commission what it can do.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. J. M. Devers
Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke

ING
FORM K-30X 15M 10-46

Const
Pri[illegible]t
M[illegible] - Sweet Home

P

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 23, 1949
Salem, Oregon

SUBJECT:

To:

Mr. Forrest Cooper
Right of Way Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

I hand you herewith 20 right of way descriptions together with pertinent maps for the Sweet Home Section of the Santiam Highway.

It is understood that the City of Sweet Home is to acquire this right of way in accordance with an agreement with the Commission.

Very truly yours,

H. G. Smith
Construction Engineer

By:
Edwin A. Pease
Construction Office Engineer

EAP:es
Enclosure
cc: W. C. Williams

OREGON STATE HIGH

INTER-DEPARTMEN

TO:

FILING

11/3

Williams says report not ready for Nov. meeting

not ready for Dec meeting. waiting for [illegible] arguing, [illegible]

1949. D

FOR FILING

Const

Project

C.

Misc.

Sweet Home

Salem, Oregon
November 2, 1949

Mr. J. M. Devers

In regard to the matter of descriptions for right of way in Sweet Home, it is my intention that these descriptions would be furnished to the City through your Department. As soon as we can complete our preparation of these descriptions, we will turn them over to you, so that the proper form of options can be prepared and these, in turn, furnished to the City of Sweet Home.

I have talked with the Manager of Sweet Home relative to the right of way, and he believes that one of our right-of-way agents could give them some help. If possible for you to do so, I would suggest that you assign one of your men to help them in this work.

W. C. Williams

WCW:mo

cc Mr. Forrest Cooper

FORM E-30 25M 1-49 29023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1949

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I have read the carbon copy of your letter addressed to the Commission concerning the descriptions for the right of way in Sweet Home and I note your comment to the effect that when the descriptions are ready they will be sent to the Sweet Home officials.

May I request that copies of those descriptions be likewise sent to this office for we have a working arrangement with the City of Sweet Home whereby their representative and our right of way man will cooperate in the acquisition of the necessary properties, at least in so far as the procurement of options are concerned. We made such an arrangement when we were in Sweet Home some time ago, and I think it will be in the interest of both the City and the State if we follow through.

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

CC - Forrest Cooper

OR FILING

[illegible]

Project

[illegible] - Sweet Home

October 31, 1949

Oregon State Highway Commission

Gentlemen:

With further reference to the matter of improvement of US20 through the city of Sweet Home, I attach hereto a copy of a resolution passed by the City Council of Sweet Home on September 27, 1949.

The City has advised that, as soon as legal descriptions are available, it will start acquisition of rights of way required for the improvement and will assist the State Highway Department in every way possible.

We are now preparing the necessary descriptions and will turn them over to the City of Sweet Home, so that it will do the actual negotiating for the properties required.

It is estimated that the rights of way will cost the City of Sweet Home approximately $15,000.

This letter is in the nature of a report, and the matter will not be on the agenda until there is further action by the City of Sweet Home.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me aw

Encl.

cc: Mr. W. C. Williams
Mr. J. M. Devers
Mr. H. G. Smith

RESOLUTION No. 24 for 1949

BE IT RESOLVED that the City Council of the City of Sweet Home, Oregon at their regular Council Meeting held Tuesday, September 27, 1949, make it a matter of record that they approve of the plans of the Oregon State Highway Commission to improve U. S. Highway No. 20 through the City of Sweet Home and approve of cooperating with the Oregon State Highway Commission plans for making said improvement in so far as the City's financial ability will permit.

Passed by the Council and approved by the Mayor this twenty seventh day of September 1949.

s/ E. R. Cardwell
Mayor

ATTEST:

(SEAL)

s/ Jess M. Parker
City Manager

CITY OF SWEET HOME
LINN COUNTY, OREGON

September 26, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock

Pursuant to the conversation between yourself and State Highway representatives with Mayor Cardwell, State Representative M. M. Landon, Mr. Middleton of the Chamber of Commerce, and myself last Monday September 26th, please find enclosed a signed copy of a Resolution passed by the Council of Sweet Home at their regular Council meeting held Tuesday, September 27th, 1949.

Respectfully yours
CITY OF SWEET HOME

Jess M. Parker
City Manager

JMP:MB

Enclosure

c.c. M. M. Landon
Sweet Home, Oregon

7

RESOLUTION No. 24 for 1949

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Passed by the Council and approved by the Mayor this twenty seventh day of September 1949.

E R Cardwell
Mayor

ATTEST:

Jess M. Parker
City Manager

RESOLUTION No. 24 for 1949

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Passed by the Council and approved by the Mayor this twenty seventh day of September 1949.

s/ E. R. Cardwell
Mayor

ATTEST:

(SEAL)

s/ Jess M. Parker
City Manager

1949 FILING

OREGON AUTOMOBILE INSURANCE CO.

M. M. LANDON
SWEET HOME, OREGON

September 26, 1949

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Sweet Home

Dear Mr. Baldock:

Enclosed herewith is the data on the highway through Sweet Home which we discussed this morning.

Very truly yours,

M M Landon
M. M. Landon

MML:MC
Enc.

REFERRED TO
~~Mr. Cooper,~~

~~Please send a copy of this to~~
~~ELSDR~~

Copy sent to Mr. Cooper
9-30-49

The first property starting at the west immediately east of Ames creek on the south side of the street is owned by Ed. Thomas. This station will need to be moved back and acquire a piece of parallel land eighteen feet in width.

Next there is a one story stucco building owned by Braden and a one story frame building owned by Earl Ball. In each case there will need to be acquired an eighteen foot strip of property and each building will have to be moved back.

Immediately east of 10th street is a one and a half story frame house owned by Pete Schmidt. This house will have to be moved back and eighteen feet of property acquired.

The next is a one story frame dwelling owned by Vern Knopf. Since the building has little value a cash deal could probably be made.

The next is a vacant lot owned by A. V. Gilbert, who we understand will give the eighteen foot right of way required. Fromthis point on to 12th street the property has been acquired and the buildings set back.

At the intersection of 12th and the highway and east thereof and owned by Vivian Weddle Long is a one story concrete service station. This will have to be moved back and eighteen feet of property along the front acquired.

From this point easterly the property has been acquired to a point about two hundred feet east of 13th avenue belonging to K. S. Groves, who we understand will deed the right of way to the city.

Immediately adjacent to this small lot there is a one story frame house owned by Joseph Truitt. It will not be necessary to move the house back, but 16.2 feet of property must be acquired.

The next is the new theatre which has been set back but the property has not been deeded to the city. The theatre is owned by George Gessler, Sr.

The next is a concrete building owned by E. B. MacNaughton and the deeds have been acquired. This is true of the next building which belongs to the Bank of Sweet Home.

The next is a frame house belonging to E. R. Cardwell who has the deed and will turn it over to the city.without cost.

The next is a used car lot owned by E. B. MacNaughton. Raleigh Middleton deeded this property to the state before it was sold to Mr. MacNaughton.

The next is a concrete building owned by Raleigh Middleton and the property has been deeded to the city.

Between stations 1522 and 18th Street, 1530 plus 50 there are eight frame buildings mainly used for residences and one service station at the corner of 18th. A check will have to be made for the ownership on these buildings and land. There is no record of any of the property being deeded to the city.

East of 18th Street to station 1532 plus 50 there are three properties. At the corner of 18th Street there is a service station owned by M. M. Landon. Mr. Landon will donate the 16.2 feet right of way required. The state is to move the station.

The next is a frame house belonging to William Bauman. No right of way has been given to the state or to the city.

The next is a 1½ story frame house which is owned by Homer Speer. No right ofway has been given to the state or to the city.

This completes the list of properties required.

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1949
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[illegible]
Projects
Maint - Gen
Sweet Home

September 14, 1949

Mr. Jess M. Parker
City Manager
Sweet Home, Oregon

Dear Mr. Parker:

At the last meeting of the State Highway Commission, consideration was given to improvement of the Santiam Highway (US20) through Sweet Home. The Highway Commission had been advised that the total cost of the project was $186,000, which cost, broken down, included the following items:

Value of land - - - - - - - - - - - - - - - - - -	$ 18,000
Move and reconstruct buildings- - - - - - - - -	41,000
Damage to buildings not moved - - - - - - - - -	10,000
Construction cost - - - - - - - - - - - - - - - -	117,000
Total - - - - - - - - - - - - - - - -	$186,000

The Highway Commission considered that the City of Sweet Home had originally made an offer to acquire the right of way if the State would move the buildings, construct the roadway, etc. The actual land value of the right of way, as noted above, is $18,000, and it is requested that you advise if the City is in a position to proceed in cooperation with the State for the necessary rights of way, of which amount $18,000 would be an obligation of the City of Sweet Home.

When the City has furnished this information the State Highway Commission will further consider the Sweet Home project.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Hon. Max Landon
Sweet Home, Oregon

Mr. W. C. Williams

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FOR FILING

Gen

Salem, Oregon
August 25, 1949

Mr. W. C. Williams

Mr. Baldock wishes to consult you as to the wording and text of a letter to the city officials of Sweet Home, advising them as to the action taken by the State Highway Commission on the city construction project.

W. W. Stiffler

WWS:er

FOR FILI

Betty, look up & secure 2 copies of minute entries concerning what city of Sweet Home was to do in order to get widening project in city (has to do with city acquiring r/w)
Do not know date but is over 5 yrs old.

Williams wants to know what obligations city assumed

F. G.

[illegible] ←

attached

6F

July 29, 1949

Sweet Home

Oregon State Highway Commission

Investigation has been completed of the cost of construction and right of way for the improvement of the Santiam Highway, U.S. 20, through the city of Sweet Home. The section on which the City has been requesting improvement extends from the junction of the Santiam and Halsey-Sweet Home Highways in the westerly part of the city easterly a distance of 3,525 feet to the end of the section previously widened just south of 18th Street.

The improvement on which the estimate is based provides for a minimum width between curbs of 68 feet, with adequate drainage, subbase, and asphaltic concrete pavement.

The total estimated cost is $186,000. This cost consists of $69,000 for right of way. This right-of-way cost is broken down to indicate that the land value is $18,000, the moving back and/or cutting off of buildings $41,000, and damages to buildings not moved $10,000.

The cost of the grading, surfacing, pavement, etc., including a 9' x 14' box culvert in Ames Creek, is $117,000.

The City of Sweet Home has been attempting to have certain of the needed right of way donated, and the city officials still believe there is some chance of certain property owners doing this. It is our opinion that no more right of way will be donated, and for the purpose of this report the right of way has all been appraised at its present value.

If this project should be approved for construction, bids should be called late this fall or in early winter, so that drainage work could be completed during the winter and the balance of the work be completed during [illegible] during the summer of 1950. It is a meritorious project, and I recommend that it be approved, to be financed from the $250,000 state major betterment set up in the 1950-51 program, of which $30,000 has now been allocated to the short project in the city of Warrenton.

This matter will be on the agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

FORM E-30 15M 12-48 27999

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1949

SUBJECT:

To: Mr. W. C. Williams,
Assistant State Highway Engineer.

Dear Sir:

Herewith a copy of the right of way appraisal and cost of moving buildings at Sweet Home and a copy of an estimate of the grading, curbs, paving, etc., from the Sweet Home-Halsey junction east, to the widened pavement just east of 18th Street, also an estimate from the Bridge Department for the Ames Creek structure as follows:

A 9 x 14 box culvert, (which is similar to the structure in Ames Creek on 14th Street being built for the City,) 70 feet wide for street width, with two walks outside the curbs, for a total cost of $18,000.00. Mr. Paxson says that a bridge structure at this site would cost $40,000.00. This is a total cost for right of way, street construction, plus culvert, of $185,585.00, which includes 10 per cent on construction items.

You will note that the estimate for right of way and moving of buildings is total estimated cost without any cooperation from the City. The City, I think, under former agreements made by Mr. Neuner had assumed certain obligations on some of this right of way. They also have stated through the City Manager that some of the needed right of way can be secured gratis, so perhaps the right of way can be settled at a lower figure than indicated.

I would also like to comment on the Ames Creek structure. I discussed the matter with Mr. Russell Smith, who has observed flood conditions during the past few years at that point among others, and he is quite emphatic in his opinion that a culvert would not suffice at this location because of the funneling of the stream, with resultant speed-up and possible damage to adjoining property. He also thinks that a culvert of the dimensions indicated would not serve during the heavy run-offs.

I am attaching herewith also the print showing the street section to be improved and the right of way to be secured.

Yours very truly,

FDEason

F. D. EASON,
Division Engineer.

FDE:AM

C
O
P
Y

Salem, Oregon, July 19th 1949

APPRAISAL OF "M" Street, in Sweet Home on South side of street.

by J. A. Weber & H. G. Benson

Mr. Forrest Cooper,
Right of Way Engineer,
Office.

Dear Sir:

In response to your request Mr. J. A. Weber and myself (H. G. Benson) have made the following appraisal at Sweet Home along the southerly side of "M" St. as requested by Mr. Eason, Div. Eng.

It was understood that Mr. Jess Parker, City Manager, was to have met us there this morning to let us know what portion of the land was to be donated. However he was not in town so we have made this appraisal on the basis that the entire line will need to be purchased.

Below on our figures:	Land	Moving	Damages	Total
Creek to 10th Ave.	2,740.00	18,750.00		21,490.00
10th Ave. to 12th Ave.	2,055.00	4,000.00		6,055.00
12th Ave. to 13th Ave.	2,916.00	6,500.00		9,416.00
13th Ave. to 18th Ave.	9,600.00	6,500.00	9,000.00	25,100.00
18th Ave. to End of Pjt.	700.00	5,000.00	1,000.00	6,700.00
TOTALS	$18,011.00	40,750.00	10,000.00	68,761.00

Signed

(Jos. A. Weber, Cons. Engr.)
J. A. Weber

(Harry G. Benson)
Harry G. Benson
Right of Way Agent.

PRELIMINARY ESTIMATE

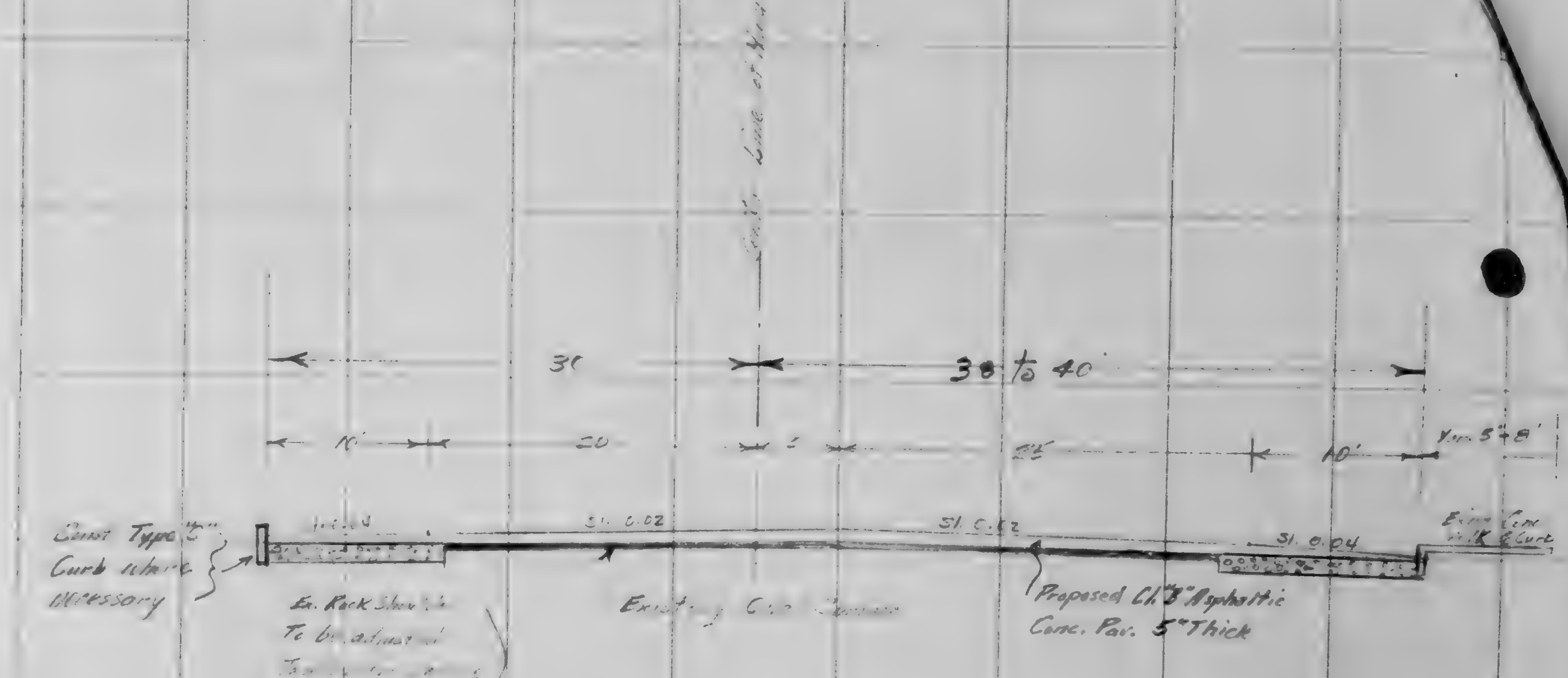
Surfacing and Paving
Job No. 22-1474

Stations 1497+00 to 1533+00

Main Street - City of Sweet Home
Linn County

0.682 Miles

	Item	Unit	Net Quantity	Allowance	Gross Quantity	Unit Price	Amount
1.	Clearing and Grubbing	All Specified				$	$ 500.00
2.	Removal of Walks	Sq. Yds.	1,241	124	1,365	1.00	1,365.00
3.	Concrete Walks	Cu. Yds.	111	9	120	3.00	360.00
4.	Concrete Curbs	Cu. Yds.	147	13	160	45.00	7,200.00
5.	Structural Excavation	Cu. Yds.	1,178	122	1,300	2.25	2,925.00
6.	Borrow Excavation (Subgrading & Gravel Borrow)	Cu. Yds.	1,600	200	1,800	1.25	2,250.00
7.	Crushed Rock in Subbase	Cu. Yds.	486	44	530	2.50	1,325.00
8.	48" Concrete Pipe	Lin. Ft.	200	20	220	11.25	2,475.00
9.	18" Concrete Sewer Pipe	Lin. Ft.	587	53	640	3.25	2,080.00
10.	12" Concrete Sewer Pipe	Lin. Ft.	772	78	850	2.00	1,700.00
11.	8" Concrete Sewer Pipe	Lin. Ft.	361	39	400	1.10	440.00
12.	6" Concrete Sewer Pipe	Lin. Ft.	879	91	970	1.00	970.00
13.	Catch Basins	Only	25	2	27	75.00	2,025.00
14.	Manholes Type "A"	Only	2	0	2	200.00	400.00
15.	Manholes Type "B"	Only	3	0	3	200.00	600.00
16.	Asphaltic Concrete Class "B"	Tons	7,667.42	762.58	8,430.00	7.50	63,225.00
					Total		$89,840.00
					10%		8,984.00
		Grading, Paving and Drainage					$98,824.00


Line of Hwy
3(
30 to 40
10'
20
25'
10'
Var. 5' to 8'
0.03
Sl. 0.02
Sl. 0.02
Sl. 0.04
Const. Type "C" Curb where necessary
Ex. Rock Shoulder To be adjusted
Existing C... Surface
Proposed Cl. "B" Asphaltic Conc. Pav. 5" Thick
Exist. Conc. Walk & Curb

Preliminary Estimate

Surfacing & Paving
Jul 22-1474

Main Street - Sweet Home
Linn County

Excerpts from ~~Resolutions entered in the~~ Minutes and Records of the Highway Commission Pertaining to the Town of Sweet Home.

July 21, 1947.

The Commission discussed the matter of acquiring extra right of way for widening the Santiam Highway in the town of Sweet Home but deferred action thereon pending discussion of the matter with a delegation from Sweet Home which is to appear before the Commission on the following day.

July 22, 1947.

A delegation from Sweet Home, consisting of Representative Max Landon, realtor; Ed Cordwell, department store owner; Rolly Middleton, grocer; and Jess Parker, City Manager, came before the Commission with regard to the widening of the Santiam Highway through this town. Mr. Parker advised that right of way needed for this improvement all has been donated for the purpose by the property owners with the exception of one, a Mr. Weddle, who is not very cooperative and is demanding exhorbitant pay for his property. He expressed a fear that if the city should Pay Mr. Weddle for his property, then the other property owners would make like demands, which would result in considerable expense and defer the improvement indefinitely. Mr. Landon confirmed Mr. Parker's statement and asked the Commission to condemn the property and pay the costs involved. He pointed out that there is one small building to move. In reply to the inquiry of the Chief Counsel whether or not the city would pay for the land if the state condemned it and would pay for the moving of the building, Mr. Parker advised that the city has $500 which could be used for this purpose. The Engineer explained that the plan is to construct a four lane highway through this town, which requires an additional strip of right of way ten feet wide. The matter was discussed at considerable length, and as a result thereof the Commission referred it to the Engineer and the Chief Counsel for study and report at the next meeting. They were instructed to consult with the members of the delegation with respect to details.

August 11, 1947

The Chief Counsel reported the results of a conference with members of a delegation from Sweet Home which appeared before the Commission at its previous meeting with regard to the widening of the Santiam Highway in their town. He advised that the State Highway Engineer and he discussed this matter with the local people, including Mr. A. L. Weddle, the owner of the property under controversy, and ascertained from Mr. Weddle that he had offered to donate sufficient land to widen the highway, as needed by the State, on the condition that the City would adopt an ordinance requiring parallel parking of vehicles through the town, but it appears that the City wants to establish angle parking. It was his thought that the Commission should insist on a uniform right of way through the town and that if an agreement cannot be reached with the property owners for the additional right of way needed, that it be condemned. The Engineer stated that the highway through this town should be wide enough for four lanes of moving traffic and that he and the Chief Counsel have been working to that end. It was the thought of Chairman Banfield that consumation of the right of way matter is a City problem and that the City should be so informed, and should also be informed that the Commission is ready and willing to proceed with construction of the highway as soon as the right of way matter has been satisfactorily disposed of; further, that the state should insist on parallel parking on this thoroughfare. It was the Chief Counsel's opinion that the right of way should be condemned. Chairman Banfield gave as his opinion that the authority to condemn should be deferred pending further reports from the Engineer and the Chief Counsel on the cost involved to construct the highway and to acquire the right of way; also that when the state improves a highway route which passes through a city or town, the work should be done properly. The Commission thereupon instructed the Engineer and the Chief Counsel to report on the construction and right of way costs as mentioned by Chairman Banfield.

August 12, 1947

The Chief Counsel reported further on the widening of the Santiam Highway through the Town of Sweet Home, particularly with regard to the acquisition of property from Mr. A. L. Weddle and others. He recommended, in order to dispose of this matter, that the Highway Commission underwrite the cost of acquiring this right of way on the condition that the City of Sweet Home will enact ordinances providing for parallel parking of cars and will do whatever is necessary to stop the present practice of diagonal parking. It was his thought that the right of way could be acquired at a nominal expense in the event the city cooperates to the extent recommended. The Commission approved the recommendation and thereupon authorized condemnation of the right of way, if necessary, when the city has fulfilled its obligation. The following resolution with regard thereto was adopted by the Commission by unanimous vote: (Resolution follows)

August 9, 1948

The Commission discussed a proposed improvement of the Santiam Highway through the City of Sweet Home. The Engineer reported that there has apparently been some misunderstanding in the City of Sweet Home as to what the Commission proposes to do in improving the highway through the city. He recalled that about a year ago the city signified its willingness to cooperate in securing right of way if the state would widen the pavement, and the city did acquire several parcels for this purpose in connection with which certain statements were made that the state would replace existing concrete sidewalks, construct curbs, and extend the oiled surface to the new curb lines.

The agreement has been fulfilled partially, he said, but is not completed because the city has failed to acquire all of the right of way and it is not desirable to remove an existing walk if a hazard would be created by reason of jogs that would be left at points where the old sidewalk joins the new one. It was his thought that the improvement should wait until all of the right of way is acquired so the job can be done as a whole rather than piecemeal. As the result of discussion of this matter, the Commission ordered that the city be instructed to obtain the needed right of way, particularly between 10th Street and 18th Street, and then come in and discuss the matter again with the Commission.

May 18, 1949

Commissioner Chandler brought up for discussion the improvement of the South Santiam Highway in the Town of Sweet Home. He gave as his understanding that the Commission some time ago authorized this improvement, but it seems that no provision has been made to finance it. Chairman Banfield gave as his understanding that the Commission did approve this project on the condition that the city would meet the state's requirements with respect to right of way. He expressed his willingness to proceed on such basis. The Engineer was instructed to check the records on this subject and report his findings.

August 2, 1949

The Engineer reported on the cost of construction and right of way for improvement of the Santiam Highway through the city of Sweet Home, particularly from its junction with the Halsey-Sweet Home Secondary Highway to a point about 3,525 feet easterly thereof at the end of the section previously widened just south of 18th Street. He estimated the total cost of improvement at $186,000, of which $69,000 represents right of way costs and $117,000 cost of construction. He said that it is a meritorious project and recommended its approval, the cost to be paid from funds set up in the 1950-51 Major Betterment account. In the discussion following, it was brought out that the city has not yet fulfilled its obligation originally agreed upon, with respect to furnishing right of way. In view thereof the Commission decided to postpone the project until the city has met the requirements, and then proceed with the improvement. The Engineer was instructed to inform the City Council of the action taken.

September 20, 1949

The Hon. Max Landon, State Representative, Sweet Home, appeared before the Commission with Jesse M. Parker, City Manager of Sweet Home, regarding the proposed improvement of the Santiam Highway in this town. They were informed that the Highway Commission is eager to proceed with the improvement but cannot do so until the city has furnished the necessary right of way, according to previous understanding and agreement, there being three or four property owners holding up the improvement. Chairman Banfield advised that it is the feeling of the Commission that the citizens of Sweet Home should join with the Highway Commission in obtaining this right of way at a reduced cost, it being now too high, and if the property cannot be acquired at reasonable cost, then the city should join with the state in condemning it. According to present estimates, he said, the cost of the land will be about $18,000. The problem was referred to the Engineer and Chief Counsel to discuss details with city officials.

RECEIVED
JAN - 4 1950
FOR FILING

EXCERPTS FROM THE MINUTES OF THE STATE HIGHWAY COMMISSION MEETINGS CONCERNING A REQUEST FROM THE PEOPLE OF SWEET HOME FOR THE IMPROVEMENT OF THE SANTIAM HIGHWAY THROUGH THIS TOWN

July 22, 1947:

A delegation from Sweet Home, consisting of Representative Max Landon, realtor; Ed Cordwell, department store owner; Rolly Middleton, grocer; and Jess Parker, City Manager, came before the Commission with regard to the widening of the Santiam Highway through this town. Mr. Parker advised that right of way needed for this improvement all has been donated for the purpose by the property owners with the exception of one, a Mr. Weddle, who is not very cooperative and is demanding exhorbitant pay for his property. He expressed a fear that if the city should pay Mr. Weddle for his property, then the other property owners would make like demands, which would result in considerable expense and defer the improvement indefinitely. Mr. Landon confirmed Mr. Parker's statement and asked the Commission to condemn the property and pay the costs involved. He pointed out that there is one small building to move. In reply to the inquiry of the Chief Counsel whether or not the city would pay for the land if the state condemned it and would pay for the moving of the building, Mr. Parker advised that the city has $500 which could be used for this purpose. The Engineer explained that the plan is to construct a four-land highway through this town, which requires an additional strip of right of way ten feet wide. The matter was discussed at considerable length, and as a result thereof the Commission referred it to the Engineer and the Chief Counsel for study and report at the next meeting. They were instructed to consult with the members of the delegation with respect to details.

August 11, 1947:

The Chief Counsel reported the results of a conference with members of a delegation from Sweet Home which appeared before the Commission at its previous meeting with regard to the widening of the Santiam Highway in their town. He advised that the State Highway Engineer and he discussed this matter with the local people, including Mr. A. L. Weddle, the owner of the property under controversy, and ascertained from Mr. Weddle that he had offered to donate sufficient land to widen the highway, as needed by the State, on the condition that the City would adopt an ordinance requiring parallel parking of vehicles through the town, but it appears that the City wants to establish angle parking. It was his thought that the Commission should insist on a uniform right of way through the town and that if an agreement cannot be reached with the property owners for the additional right of way needed, that it be condemned. The Engineer stated that the highway through this town should be wide enough for four lanes of moving traffic and that he and the Chief Counsel have been working to that end. It was the thought of Chairman Banfield that consumation of the right of way matter is a City problem and that the City should be so informed, and should also be informed that the Commission is ready and willing to proceed with construction of the highway as soon as the right of way matter has been satisfactorily disposed of; further, that the state should insist on parallel parking on this thoroughfare. It was the Chief Counsel's opinion that the right of

August 11, 1947, (Cont.)

way should be condemned. Chairman Banfield gave as his opinion that the authority to condemn should be deferred pending further reports from the Engineer and the Chief Counsel on the cost involved to construct the highway and to acquire the right of way; also that when the state improves a highway route which passes through a city or town, the work should be done properly. The Commission thereupon instructed the Engineer and the Chief Counsel to report on the construction and right of way costs as mentioned by Chairman Banfield.

August 12, 1947:

The Chief Counsel reported further on the widening of the Santiam Highway through the Town of Sweet Home, particularly with regard to the acquisition of property from Mr. A. L. Weddle and others, He recommended, in order to dispose of this matter, that the Highway Commission underwrite the cost of acquiring this right of way on the condition that the City of Sweet Home will enact ordinances providing for parallel parking of cars and will do whatever is necessary to stop the present practice of diagonal parking. It was his thought that the right of way could be acquired at a nominal expense in the event the city cooperates to the extent recommended. The Commission approved the recommendation and thereupon authorized condemnation of the right of way, if necessary, when the city has fulfilled its obligation. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

(The Resolution referred to is not copied here because of its length)

August 9, 1949:

The Commission discussed a proposed improvement of the Santiam Highway through the City of Sweet Home. The Engineer reported that there has apparently been some misunderstanding in the City of Sweet Home as to what the Commission proposes to do in improving the highway through the city. He recalled that about a year ago the city signified its willingness to cooperate in securing right of way if the state would widen the pavement, and the city did acquire several parcels for this purpose in connection with which certain statements were made that the state would replace existing concrete sidewalks, construct curbs, and extend the oiled surface to the new curb lines. The agreement has been fulfilled partially, he said, but is not completed because the city has failed to acquire all of the right of way and it is not desirable to remove an existing walk if a hazard would be created by reason of jogs that would be left at points where the old sidewaok joins the new one. It was his thought that the improvement should wait until all of the right of way is acquired so the job can be done as a whole rather than piecemeal. As the result of discussion of this matter, the Commission ordered that the city be instructed to obtain the needed right of way, particularly between 10th Street and 18th Street, and then come in and discuss the matter again with the Commission.

EXERPTS FROM THE MINUTES OF THE STATE HIGHWAY COMMISSION MEETINGS CONCERNING A REQUEST FROM THE PEOPLE OF SWEET HOME FOR THE IMPROVEMENT OF THE SANTIAM HIGHWAY THROUGH THIS TOWN

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August 11, 1947, (Cont.)

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The Commission discussed a proposed improvement of the Santiam Highway through the City of Sweet Home. The Engineer reported that there has apparently been some misunderstanding in the City of Sweet Home as to what the Commission proposes to do in improving the highway through the city. He recalled that about a year ago the city signified its willingness to cooperate in securing right of way if the state would widen the pavement, and the city did acquire several parcels for this purpose in connection with which certain statements were made that the state would replace existing concrete sidewalks, construct curbs, and extend the oiled surface to the new curb lines. The agreement has been fulfilled partially, he said, but is not completed because the city has failed to acquire all of the right of way and it is not desirable to remove an existing walk if a hazard would be created by reason of jogs that would be left at points where the old sidewaok joins the new one. It was his thought that the improvement should wait until all of the right of way is acquired so the job can be done as a whole rather than piecemeal. As the result of discussion of this matter, the Commission ordered that the city be instructed to obtain the needed right of way, particularly between 10th Street and 18th Street, and then come in and discuss the matter again with the Commission.

NOTED
W. C. WILLIAMS

REFERRED TO
Mr. Williams
BY SECRETARY

Here are the original
and 3 copies of minute
excerpts re the proposed
"[illegible] [illegible]" [illegible] project
in Senate House as
per your request. I
have an extra copy.

RECEIVED
JAN 5 1950
FOR FILING

23-1124

3379

IMPROVEMENT OF SANTIAM HIGHWAY THROUGH

CITY OF SWEET HOME

Excerpts from Highway Commission Meeting Minutes
November 25, 1946 to August 2, 1949

Portland, Oregon
November 26, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * * * *

The Chief Counsel reported that the municipal authorities of Sweet Home have been trying to protect the state with respect to the right of way of the Santiam Highway in Sweet Home, it being the thought of the city that the right of way should be 80 feet wide at this point, and in this connection the city has had considerable difficulty with one of the property owners who, it appears, is planning to improve his property, and if he carries out his plan, will make it more difficult for the state to secure right of way of standard width. The city, he said, is asking the state to institute condemnation proceedings to obtain the right of way now and has agreed to join in the expense involved. He recommended approval of the request. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

* * * * * * *

Portland, Oregon
July 22, 1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused from attending this meeting.

* * * * * * *

A delegation from Sweet Home, consisting of Representative Max Landon, realtor; Ed Cordwell, department store owner; Rolly Middleton, grocer; and Jess Parker, City Manager, came before the Commission with regard to the widening of the Santiam Highway through this town. Mr. Parker advised that right of way needed for this improvement all has been donated for the purpose by the property owners with the exception of one, a Mr. Weddle, who is not very cooperative and is demanding exhorbitant pay for his property. He expressed a fear that if the city should pay Mr. Weddle for his property, then the other property owners would make like demands, which would result in considerable expense and defer the improvement indefinitely. Mr. Landon confirmed Mr. Parker's statement and asked the Commission to condemn the property and pay the costs involved. He pointed out that there is one small building to move. In reply to the inquiry of the Chief Counsel whether or not the city would pay for the land if the state condemned it and would pay for the moving of the building, Mr. Parker advised that the city has $500 which could be used for this purpose. The Engineer explained that the plan is to construct a four lane highway through this town, which requires an additional strip of right of way ten feet wide. The matter was discussed at considerable length, and as a result thereof the Commission referred it to the Engineer and the Chief Counsel for study and report at the next meeting. They were instructed to consult with the members of the delegation with respect to details.

* * * * * *

Portland, Oregon
August 11, 1947

The State Highway Commission met in special session at 9:00 a.m., in room 715, Imperial Room, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Chief Counsel
H. B. Glaisyer, Secretary

* * * * * *

The Chief Counsel reported the results of a conference with members of a delegation from Sweet Home which appeared before the Commission at its previous meeting with regard to the widening of the Santiam Highway in their town. He advised that the State Highway Engineer and he discussed this matter with the local people, including Mr. A. L. Weddle, the owner of the property under controversy, and ascertained from Mr. Weddle that he had offered to donate sufficient land to widen the highway, as needed by the State, on the condition that the City would adopt an ordinance requiring parallel parking of vehicles through the town, but it appears that the City wants to establish angle parking. It was his thought that the Commission should insist on a uniform right of way through the town and that if an agreement cannot be reached with the property owners for the additional right of way needed, that it be condemned. The Engineer stated that the highway through this town should be wide enough for four lanes of moving traffic and that he and the Chief Counsel have been working to that end. It was the thought of Chairman Banfield that consumation of the right of way matter is a City problem and that the City should be so informed, and should also be informed that the Commission is ready and willing to proceed with construction of the highway as soon as the right of way matter has been satisfactorily disposed of; further, that the state should insist on parallel parking on this thoroughfare. It was the Chief Counsel's opinion that the right of way should be condemned. Chairman Banfield gave as his opinion that the authority to condemn should be deferred pending further reports from the Engineer and the Chief Counsel on the cost involved to construct the highway and to acquire the right of way; also that when the state improves a highway route which passes through a city or town, the work should be done properly. The Commission thereupon instructed the Engineer and the Chief Counsel to report on the construction and right of way costs as mentioned by Chairman Banfield.

(The reports referred to were presented by the Engineer and the Chief Counsel on the following day, at which time the Commission voted unanimously to acquire the right of way needed for the improvement, on the condition that the City of Sweet Home will adopt an ordinance for the parallel parking of vehicles on this street. See ahead for additional paragraph and resolution.)

* * * * * *

Portland, Oregon
August 12, 1947

The meeting of the State Highway Commission reconvened at 10:00 a.m. in Room 715, Imperial Hotel, with all Commissioners, the State Highway Engineer, the Chief Counsel, the Assistant Counsel, and the Secretary present.

* * * * * *

The Chief Counsel reported further on the widening of the Santiam Highway through the Town of Sweet Home, particularly with regard to the acquisition of property from Mr. A. L. Weddle and others. He recommended, in order to dispose of this matter, that the Highway Commission underwrite the cost of acquiring this right of way on the condition that the City of Sweet Home will enact ordinances providing for parallel parking of cars and will do whatever is necessary to stop the present practice of diagonal parking. It was his thought that the right of way could be acquired at a nominal expense in the event the city cooperates to the extent recommended. The Commission approved the recommendation and thereupon authorized condemnation of the right of way, if necessary, when the city has fulfilled its obligation. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

> WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary

or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnesl, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and both necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and both necessary for the accomplishment of the purposes hereinafter rexpressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to-wit:

Real property owned by Vivian Weddle Long, which property is located in the southwest quarter (SW$\frac{1}{4}$) of the northeast quarter (NE$\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W. M. Linn County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 13458, which property is being acquired for right of way purposes in connection with the Santiam Highway; and *

Real property owned by A. L. Weddle, which property is located in the southwest quarter (SW$\frac{1}{4}$) of the southeast quarter (SE$\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13497, which property is being acquired for right of way purposes in connection with the Santiam Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said properties whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners of said real properties and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twelfth day of August, 1947.

Footnote:

(*) The names of the property owners and the detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 85, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

* * * * * *

Portland, Oregon
August 9, 1948

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

* * * * * *

The Commission discussed a proposed improvement of the Santiam Highway through the City of Sweet Home. The Engineer reported that there has apparently been some misunderstanding in the City of Sweet Home as to what the Commission proposes to do in improving the highway through the city. He recalled that about a year ago the city signified its willingness to cooperate in securing right of way if the state would widen the pavement, and the city did acquire several parcels for this purpose in connection with which certain statements were made that the state would replace existing concrete sidewalks, construct curbs, and extend the oiled surface to the new curb lines. The agreement has been fulfilled partially, he said, but is not completed because the city has failed to acquire all of the right of way and it is not desirable to remove an existing walk if a hazard would be created by reason of jogs that would be left at points where the old sidewalk joins the new one. It was his thought that the improvement should wait until all of the right of way is acquired so the job can be done as a whole rather than piecemeal. As the result of discussion of this matter, the Commission ordered that the city be instructed to obtain the needed right of way, particularly between 10th Street and 18th Street, and then come in and discuss the matter again with the Commission.

* * * * * *

Portland, Oregon
May 18, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Streamliner Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer

J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
W. H. Lynch, Division Engineer, Public Roads Administration
T. M. Davis, District Engineer, Public Roads Administration
H. B. Glaisyer, Secretary
Malcolm H. Hawke, Chief Accountant

* * * * * *

Commissioner Chandler brought up for discussion the improvement of the South Santiam Highway in the Town of Sweet Home. He gave as his understanding that the Commission some time ago authorized this improvement, but it seems that no provision has been made to finance it. Chairman Banfield gave as his understanding that the Commission did approve this project on the condition that the city would meet the state's requirements with respect to right of way. He expressed his willingness to proceed on such basis. The Engineer was instructed to check the records on this subject and report his findings.

* * * * * *

Portland, Oregon
August 2, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
M. H. Hawke, Chief Accountant
Forrest Cooper, Right of Way Engineer
H. B. Glaisyer, Secretary

* * * * * *

The Engineer reported on the cost of construction and right of way for improvement of the Santiam Highway through the city of Sweet Home, particularly from its junction with the Halsey-Sweet Home Secondary Highway to a point about 3,525 feet easterly thereof at the end of the section previously widened just south of 18th Street. He estimated the total cost of improvment at $186,000 of which $69,000 represents right of way costs and $117,000 cost of construction. He said that it is a meritorious project and recommended its approval, the cost to be paid from funds set up in the 1950-51 Major Betterment account. In the discussion following it was brought out that the City has not yet fulfilled its obligation, originally agreed on, with respect to furnishing right of way. In view thereof the Commission decided to postpone the project until the city has met the requirements, and then proceed with the improvement. The Engineer was instructed to inform the city council of the action taken.

* * * * * *

124-1036 Aumsville (Main Street) Sec. 1950
on North Santiam Secondary
#3400 Highway.

RECEIVED
NOV 15 1950
FOR FILING

1-4-1036

3400

OREGON STATE HIGHWAY COMMISSION
(date)
November 10, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3400	2-final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18295	B3613	$ 750.00	11/10/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A.A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1950

Time Extensions: None required

Completion Date: Sep. 14, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-13-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 13 1950
a.a. Wicklander

RECEIVED
OCT 24 1950
FOR FILING

124-1036

34[illegible]

October 23, 1950

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3400, for work on the Aumsville (Main St.) City Street Section of the North Santiam Secondary Highway in Marion County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $750 will be made on or after November 2, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $12,016.95, and that no force account work was performed on the project. This contract was completed September 14 and accepted by the Commission September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

124-1031

3400

October 13, 1950

United States Guarantee Co.
90 John Street
New York 7, New York

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on contract No. 3400 covering grading and paving on the North Santiam Secondary Highway in Aumsville (Main St.), in Marion County. This payment, in the amount of $11,266.95 will be made on or after October 23, 1950. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United States Guarantee Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
10-13-50

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 14, 19 50

Section Aumsville (Main Street)

Kind of work Grading and Paving

Highway North Santiam Secondary

Section prefix 124-1036

Contractor Warren N W Inc

Contract number 3400

Date of contract Aug 22, 19 50

Date of completion [illegible] 15, 19 50

Date work started Sept 5, 19 50

~~Estimated~~ date of completion Sept 14, 19 50

Amount of contract $ 13,945.

Per cent of time elapsed 46 %

Estimated cost of completed project, exclusive of engineering $ 13500.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 500., 4 %

Date project was completed 9-14, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor paved Monday, Tuesday, Wednesday, completing.
Worked Thursday at finishing shoulders a nd ditches and general clean up.
Hauled the asph concrete from Salem plant. Used 10 trucks.
Used Barber Greene finishing machine.
Street Inspector on the job.
Engineers set line & grades, and on other jobs.

NOTED
H. W. LIBBY

P P Whitmore

Signed P P Whitmore, Res Engr

Address Sa lem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Asph conc
Miles in project	0.37				
Miles partially completed					
Miles completed	0.37				
Total estimated quantities	400				1400
Estimated quantities moved or placed to date	400				1300
Average daily quantities					500
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week				Street Plant Trucks	10 10 10

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	28 -	3 days				2	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	10 -	3 days					
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1............, Rollers 1............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1............, Sheep-foot rollers ...., ..., Firing plant - 1............, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			Fair all Week.
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

State Printing Dept. 41608

ECEIVED
1 1950
FOR FILING

124-1036

340

September 11, 1950

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you on August 22, 1950 by the State Highway Commission, as follows:

Contract No. 3399, for grading and paving on the Sweet Home (Holley Junction-19th St.) City Street Section in Linn County.

Contract No. 3400, for grading and paving on the Aumsville (Main Street) City Street Section in Marion County.

These copies are for your records and files.

We are also sending a fully executed copy of each of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

[illegible]

RECEIVED
AUG 28 1950
FOR FILING

124-1036

3400

August 25, 1950

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you the following contracts:

> Contract No. 3399 for grading and paving on the Sweet Home Section of the Santiam Highway in Linn County. This award was based on your low bid of $118,248.00 submitted for the use of tar.
>
> Contract No. 3400 for grading and paving on the Aumsville (Main Street) Section of the North Santiam Secondary Highway in Marion County. This award was based on your low bid of $13,945.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

RECEIVED
SEP 1 8 1950
FOR FILING
FORM E-30 [illegible]

MISC. CONTRACTS and
AGREEMENTS No. 1234

ok
8-21

AGENDA

4aa

123-1032

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1950

SUBJECT: Assignment No. 2089 - WCW

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Enclosed are three copies of an agreement with the City of Aumsville regulating parking on the N. Santiam Highway in Aumsville. Two copies of this agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

This completes Assignment No. 2089.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Encl.

"A"
2 copies [illegible]

SYC

August 14, 1950 [redacted]

ASSIGNMENT

No.2089[illegible]
By [redacted]

Description: Robert L. May's letter of August 11 and five copies of agreement between State and City of Aumsville re parking on portion of North Santiam Highway in city limits

Acknowledged by _____ Referred to __ Cattrall ____________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 8-17-50 Report received ______

Remarks: For city execution.
WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 9-49 34082

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

~~[illegible]~~ 1234

Salem, Oregon
August 11, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Attached hereto please find five copies of a form of agreement to be entered into between the State and the City of Aumsville, under the terms of which the City of Aumsville agrees to prohibit parking on a portion of the North Santiam Highway within the city limits.

Preparation of this agreement was requested by Mr. John F. Hagemann and the same has been approved as to form and legality by Mr. Devers.

It will be appreciated if you will take care of further handling of the agreement.

Yours very truly,

J. M. DEVERS

By Robert L. May Jr.
ROBERT L. MAY, JR.
Assistant Attorney

Enclosures
RLM:AWP

[illegible]
W. C. WILLIAMS
[illegible]

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

124-10[illegible]

3400

W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1950

SUBJECT: Request for Agreement,
City of Aumsville

To: Mr. J. M. Devers
Chief Counsel

L

In connection with the Aumsville paving project on the N. Santiam State Secondary Highway No. 162, it is requested that an agreement with the City of Aumsville be prepared prohibiting parking on the paved portion of the highway. This highway is being widened from 16' to 30' under this project, and the paved portion referred to above will consist of a 30' wide pavement on the North Santiam State Secondary Highway No. 162 (Main Street) extending from 11th Street to 3rd Street, a distance of approximately 0.374 mile.

I have checked with the Traffic Department and they have verbally approved this parking agreement.

As bids are being called at the August 21-22 meeting for this improvement, anything you can do to expedite this agreement will be appreciated. To effect the proper distribution, five copies should be prepared.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM

cc: Mr. W. C. Williams

FOR FILING

FORM E-30 20M 2-49 33602

6-h

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1950

SUBJECT:

To: Mr. W. C. Williams
OFFICE

I hand you herewith a letter received from the City of Aumsville regarding the proposed widening project on Main Street in the city. The city does not mention in their letter anything about parallel parking. However, at the meeting of the evening of July 5, the Council unoffically indicated that angle parking would be undesirable and that they would prefer parallel parallel parking. I have enclosed a little map showing the limits of the project as discussed with the city.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

1 1950
FOR FILING

July 7, 1950

Oregon State Highway Commission

Gentlemen:

On the unfinished business agenda, under Item 3, the Commission requested the Engineer to contact the city officials of Aumsville to see if widening of the Main Street through Aumsville (the route of the North Santiam Highway) for a width of eight feet on each side, would meet with the approval of the City. The City has been contacted, and it has been determined that, by reason of drainage, it is better to widen the highway only six feet on the north side and eight feet on the south side, this to provide for a pavement width of 30 feet. The existing 16-foot pavement would also be resurfaced.

The City Council has been contacted and has enacted an ordinance to the effect that widening as proposed is satisfactory. The estimated cost is $16,000, and if you approve, a project can be made ready for opening of bids at the August meeting.

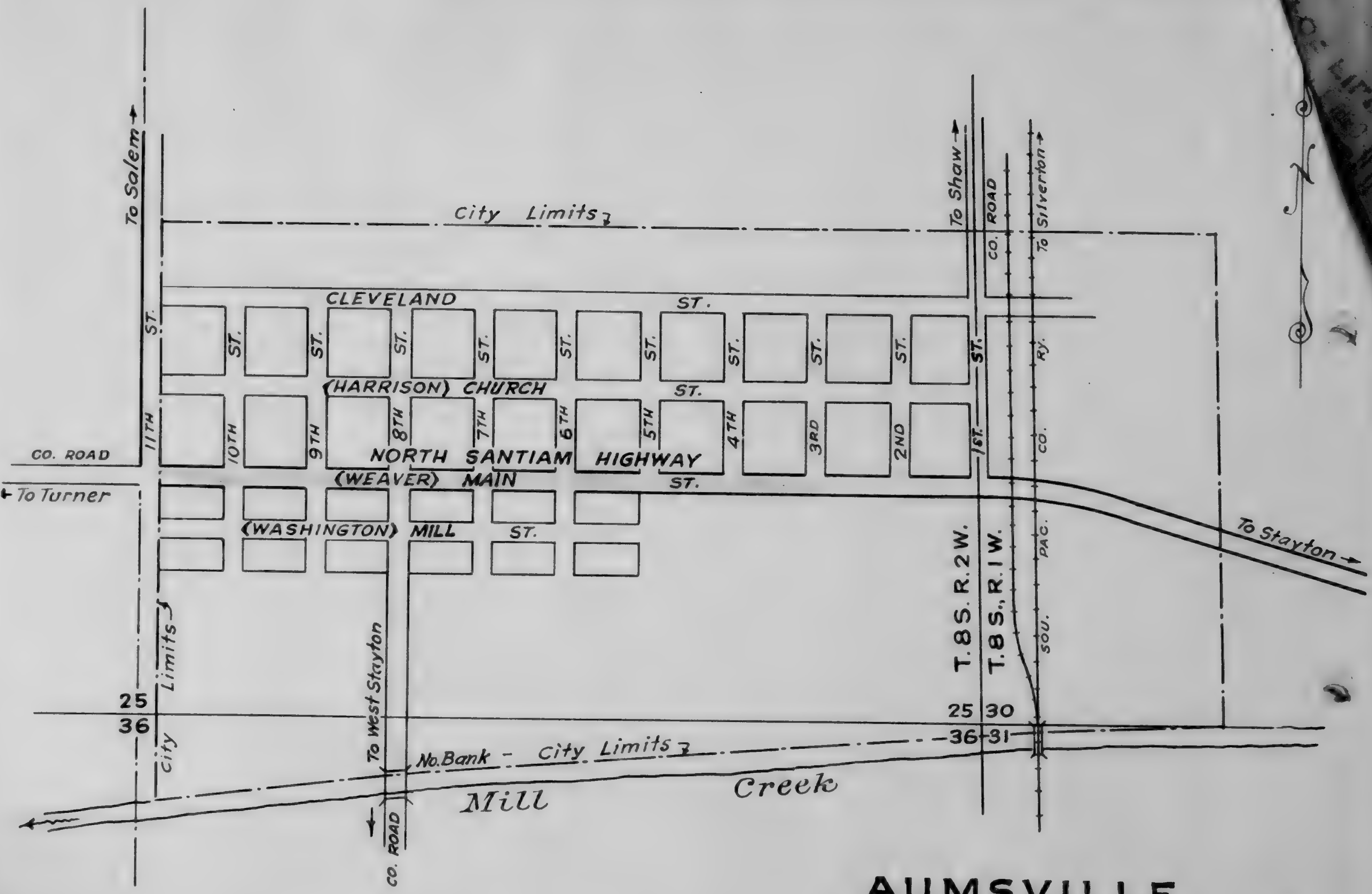
This matter will be on the next agenda, and the Secretary will have a map showing the area to be improved.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me bl


To Salem
City Limits
CLEVELAND ST.
(HARRISON) CHURCH ST.
NORTH SANTIAM HIGHWAY
(WEAVER) MAIN ST.
(WASHINGTON) MILL ST.
11TH ST.
10TH ST.
9TH ST.
8TH ST.
7TH ST.
6TH ST.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
1ST. ST.
CO. ROAD
To Turner
To West Stayton
CO. ROAD
City Limits
No. Bank - City Limits
Mill Creek
25
36
T.8S.R.2W.
T.8S.,R.1W.
25 30
36 31
To Shaw
CO. ROAD
To Silverton
SOU. PAC. CO. RY.
To Stayton
N

AUMSVILLE

Marion County

Scale 1in. = 400 ft.

Rev. 5-3-50

~~Elmer Richards, Treasurer~~
M. Gildow, Mayor
Elmer Tandy, Recorder
Chas. Weisenhaus, Marshall
Maysel Richards, Treas

CITY OF AUMSVILLE

AUMSVILLE, OREGON

~~W. J. Roberts~~
~~J. F. Wilcox~~
Council
Lee Highberger
Harvey Carlson
Chas. Wright
O. E. Roberts
W. J. Roberts
Elmer Richards

July 6, 1950

Oregon State Highway Commission
John W. Cattrall
State Office Building
Salem, Oregon

Dear Sir:

In regard to action of City Council pertaining to the widening of Highway through Aumsville, I'm enclosing the following statement: Motion passed by Aumsville City Council that offer of State Highway Dept. of widening Main Street through Aumsville be accepted.

Please let us know if more if more information is needed at any time.

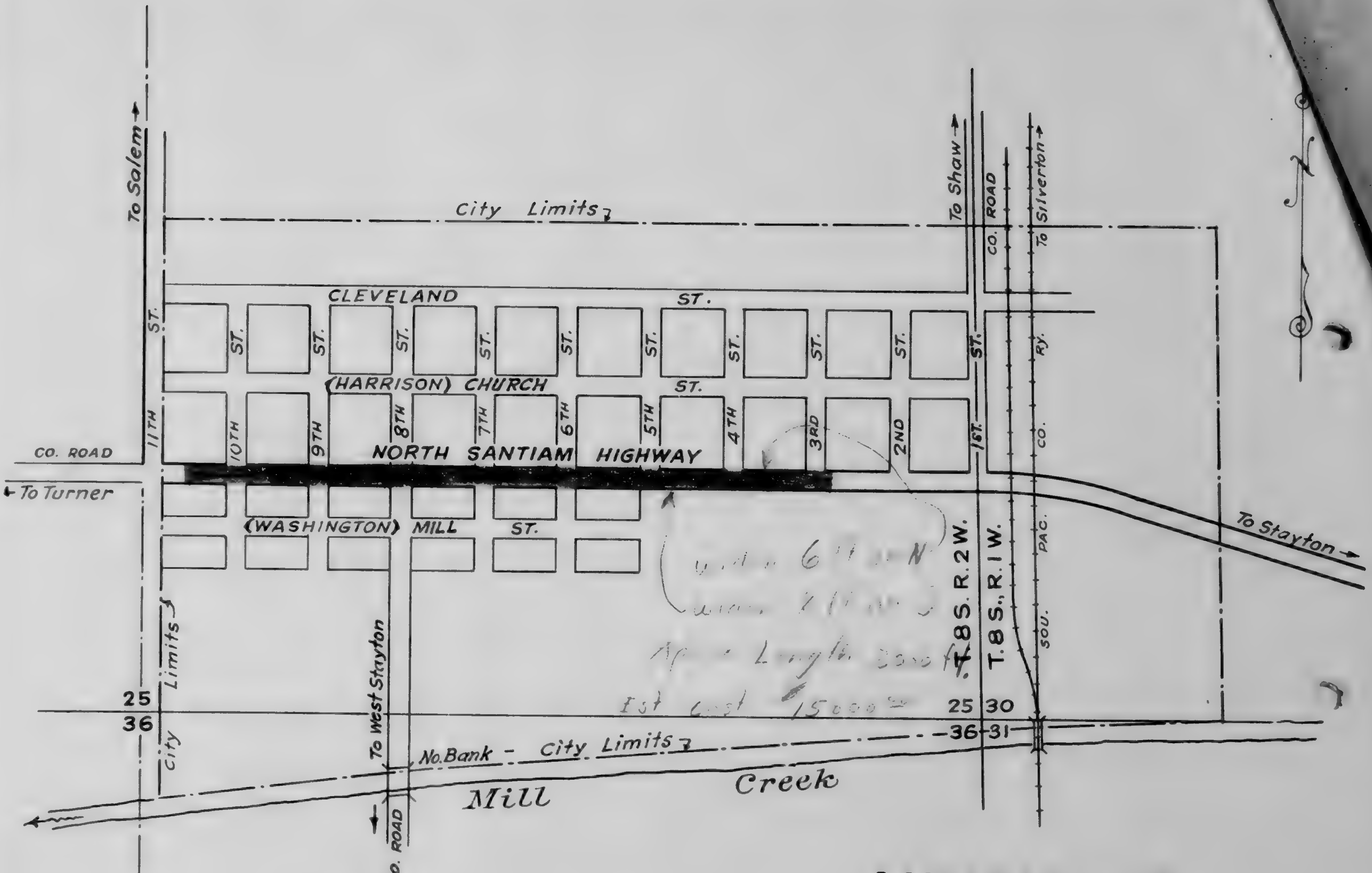
Very truly yours,

Town of Aumsville,

Melvin Gildow Mayor

Elmer Richards Acting Recorder

RECEIVED
JUL 10 1950
ENGINEER
[illegible]


To Salem
To Turner
CO. ROAD
11TH ST.
10TH ST.
9TH ST.
8TH ST.
7TH ST.
6TH ST.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
1ST. ST.
City Limits
CLEVELAND ST.
(HARRISON) CHURCH ST.
NORTH SANTIAM HIGHWAY
(WASHINGTON) MILL ST.
Widen 6 ft on N
Widen 8 ft on S
Approx Length 3000 ft
Est cost 15000.00
To West Stayton
CO. ROAD
No. Bank - City Limits
Mill Creek
25
36
To Shaw
CO. ROAD
To Silverton
SOU. PAC. CO. RY.
T.8S. R.2W.
T.8S. R.1W.
25 30
36 31
To Stayton

AUMSVILLE

Marion County

Scale 1in. = 400 ft.

Rev. 5-8-50

FOR FILING

Current
Traffic
[illegible]

Aumsville.

May 23, 1950

Oregon State Highway Commission

Gentlemen:

Pursuant to your request, I have made an examination for the improvement at Aumsville.

To widen an 1600-foot section to 44 feet between curbs would cost $66,000. In lieu of that, the present pavement width of 20 feet can be widened 8 feet on either side for about $15,000.

I would recommend that consideration be given to the smaller of the two jobs, it being satisfactory at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

cc Mr. W. C. Williams

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1950

SUBJECT:

To: Mr. R. H. Baldock,
State Highway Engineer,
Department.

Dear Sir:

As per your request, I contacted Mr. Roberts of the Roberts Store in Aumsville to ascertain his idea of what should be done in the improvement of the highway route through the city. He said you had stopped and discussed the matter with him some time ago, and his request involved the improvement of the highway route on Weaver Street from the north or west city limits to the railroad track.

He, of course, thought it would be very desirable to have the full street improvement but said the city officials and citizens would be very happy if the State would do a temporary improvement of pavement widening and resurface through the business section along this street, which is approximately 1,800 feet in length, the widening to be approximately 8-foot additional pavement on each side of the existing pavement.

As for estimates, a rough cost covering these two plans would be as follows:

The temporary improvement suggested by Mr. Roberts would involve approximately 1,800 feet and would cover grading at a cost of $1,500.00; 1,500 cubic yards of rock at $3.00, $4,500.00; and 1,000 tons of paving at $9,000.00, or a total of $15,000.00. For the larger job, the section would be 2,900 feet in length on a 60-foot right of way, which would provide a 44-foot street section between curbs. The existing pavement is 20 feet in width. The estimated cost is as follows:

Grading	2,600 cu. yds. at $1.00	$ 2,600.00
Storm Sewer	3,000 Lin. ft. of 12" and 18" pipe at an average of $3.00	9,000.00
Catch Basins	20 at $50.00	1,000.00
Curb	5,800 Lin. ft. at $2.00	11,600.00

Surfacing Materials	2,600 cu. yds. at	$3.00	$ 7,800.00
Paving	4,000 tons	7.00	28,000.00
			$60,000.00
	Plus 10%		6,000.00
			$66,000.00

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

FDE:AM

ED

OR FILING

Const
Projects
Dunne

Aumsville

Salem, Oregon
May 17, 1950

Mr. F. D. Eason

We have authority to make a reconnaissance survey of the cost to improve the highway to a full-width street through Aumsville. Will you please arrange to do this and provide me with an estimate of cost at your early convenience.

This matter was approved at the last Commission meeting. Perhaps Mr. Williams has advised you. If so, pardon my repeating the order in this letter.

R. H. Baldock

RHB:hi

cc Mr. Ted Chambers

Mr. Chambers:

We will give this matter our immediate attention and as soon as I get the estimate I will call you.

VED

FOR FILING

Salem, Oregon
May 17, 1950

Mr. H. G. Smith

Based on a request originating with the City of Aumsville, the Highway Commission considered, on April 25, the report and recommendations of the Chief Engineer for widening the North Santiam Secondary Highway, ORE222, approximately 10 feet each side of the present traveled way, including curbs and gutters, through the town of Aumsville.

The Commission authorized an investigation and a report, to be rendered at a later date.

W. W. Stiffler

WWS:me

IVED
FOR FILING

Const
Projects
[illegible]
Aumsville

March 23, 1950

Robert B. Bartges, City Recorder,
Aumsville,
Oregon.

Dear Mr. Bartges:

This is to acknowledge receipt of your letter of March 15, 1950, requesting, in behalf of the Aumsville City Council, the improvement of Highway No. 222 for a distance of about 2,600 feet through your city.

This will be brought to the attention of the Highway Commission at the earliest opportunity.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

FOR FILING

AGENDA
APR 24 1950

4-h

Aumsville, Oregon
March 15, 1950

Honorable Board of Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Gentlemen:

The City Council of Aumsville is asking the Highway Commission to widen highway number 222 through the Town of Aumsville.

Approximately 10 feet on each side of the present highway with curb and gutter, and also necessary drainage. The approximate estimate of this is 2600 lenial feet in length.

The city has no funds to do this work and as the Detroit Dam is being built, the traffic is very heavy and will increase as the Dam progresses. This highway is in bad shape and will become worse unless something is done in the near future.

We would appreciate very much for the commission to have the State Engineer make a survey of this project and estimate cost.

Very truly yours,

Aumsville City Council

By: Robert B. Barges
City Recorder

RBB:eb

[illegible]

ACKNOWLEDGED
H. B. GLAISYER

5+C

26-4218 Oneonta Borrow Pit Excavation 1950
Project on the Columbia River
Highway, about 0.6 mile east of
#3401 Multnomah Falls.

RECEIVED
[illegible] 1950
FOR FILING
26-4218
3401

OREGON STATE HIGHWAY COMMISSION
(date)
December 11, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3401	2-final	R. E. Steelman Construction	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20249	2-5369	$ 518.30	Dec. 8 11, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Oct. 15, 1950

Time Extensions: Extended to Nov. 29, 1950 without penalty

Completion Date: Nov. 3, 1950

Date Accepted: Dec. 19, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 12-21, 1950

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 21 1950
A. A. Wicklander

NOTED ON CARD

RECEIVED
[illegible]
FOR FILING

[illegible]

November 28, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3401, covering excavation on the Oneonta Borrow Pit Section of the Crown Point Secondary Highway in Multnomah County, has been completed by the contractor, R. F. Steelman, and that final payment in the amount of $518.30 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $5,330.28, of which $150.25 represents force account items. This contract was completed on November 3, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 27 1950
FOR FILING

November 17, 1950

H. L. Steelman Construction
General Delivery
Milton, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 9, 1950, had under discussion your request for an extension of time of 44 days, from October 15 to November 29, 1950, within which to complete your contract No. 3401 for excavation on the Oneonta Borrow Pit Section of the Crown Point Secondary Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith

NOTED ON CARD

RECEIVED
NOV 15 1950
FOR FILING

[illegible]

November 15, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to R. E. Steelman Construction on contract No. 3401, covering excavation on the Oneonta Borrow Pit Section of the Crown Point Secondary Highway in Multnomah County. This payment, in the amount of $4,811.98, will be made on or after November 25,1950. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
11-15-50, g.C

Form E-1--10M--7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 11, 1950

Section Oneonta Borrow Pit

Kind of work Excavation

Highway Crown Point Secondary

Section prefix 26-4218

Contractor R.E. Steelman Construction Co.

Contract number 3401

Date of contract August 22, 1950

Date of completion October 18 1950

Date work started October 18, 1950

Estimated date of completion November 3 1950

Amount of contract $3,840.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $5,311.98

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $300.00, 78%

Date project was completed Nov. 3, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to the Division Engineer's Office on Wednesday.

NOTED H. W. LIBBY

RECEIVED
NOV 14 1950
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell R. Johnston
Lowell R. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING Excavation	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	8,065.2				
Estimated quantities moved or placed to date	8,065.2				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Rain		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	Rain		

State Printing Dept. 41608

RECEIVED
NOV 2 - 1950
FOR FILING

6-4217

3401

October 31, 1950.

Request for extension of time
No. 4
November 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from H. E. Steelman Construction Co. for an extension of time on Contract No. 3401, Oneonta Borrow Pit, from October 15, 1950 to November 29, 1950.

Specifications for this project required the Contractor to provide suitable indemnity bonds to the Union Pacific Railroad Company. The contractor and the railroad company were unable to reach an agreement on the type of bonds required until October 17. The contractor started work on October 18 and is completing the project as rapidly as he can.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

~~R~~ECEIVED
OCT 1 8 1950
FOR FILING
FORM E-30X 15M 5-50 40301

26-4-218

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 16th, 1950

SUBJECT:

Advised by phone from Skelton that matter now satisfactorily settled. WCW

NOTED
W. C. WILLIAMS

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In connection with our contract 3401 to R. E. Steelman for cleaning out the Oneonta borrow pit, complications appear to have arisen concerning the agreement and bond to be furnished by the Union Pacific Railroad. Mr. Steelman was in my office a short while after the contract was signed, and I called his attention at that time to the contract and bond that had to be entered into with the railroad comany. He told me then that arrangements were being made to have this taken care of, and that it would be settled before he was ready to start work. It appears that these arrangements were with his bonding company, and that he signed the informational copy of the agreement and of the bond, and then turned it over to his bonding company to complete the arrangements with the railroad. As far as we know this agreement and bond was sent to the Salem office by the bonding company.

At the time Mr. Steelman was in or shortly afterwards, he was shown the details of the job, and he moved in on October 2nd to start work. Lowell Johnston, who is handling the job checked with the Union Pacific on that date, and they advised him that the agreement and bond had not been taken care of, and requested that no further work be done by the contractor until this had been settled. Mr. Johnston went out on the job the morning of October 3rd, and directed Steelman to shut down his operations until the agreement and the bond had been taken care of.

I talked to Mr. Steelman this morning, and it appears that he and his bonding company have been in negotiations with the railroad company since that date, and so far have not been able to complete their agreement. Steelman advises me that copies of the agreement in our contract and of the bond in our contract is not satisfactory to the railroad company; that his bonding company have prepared an agreement and a bond to try to meet the railroad's objections to our form; that this was not satisfactory, and that the railroad company have prepared a contract and bond form, which differs materially from that that we show, and which may not be satisfactory to his bonding company. As he explained it to me, the railroad insists that in case of any accident or claim that would come under this bond, that the bonding company is suposed to turn $50,000.00 over to the railroad company, apparently to be used at their discretion. I asked Mr. Steelman to keep me informed of his negotiations with the railroad company, and if a satisfactory arrangement could not be made to advise me, giving me the details, so that this matter could be referred to our Legal Department.

This job has now been held up for approximately two weeks, with a possibility that it will be held up considerably longer, if the railroad company is insisting on something that is entirely contrary to information furnished in our bid form and contract. It would seem that our Legal Department should check with the railroad, and if their requirements are out of line with our agreement with the railroad, that they be suitably modified. It would also seem that the informational forms that we furnish should be cleared with the railroad before bids are taken on a job. We ran into rather serious complications on the Dodson-Bonneville contract on the protective insurance that our contractor had to furnish the railroad. It is my understanding that they required considerably more than we indicated would be necessary in our proposal.

Yours very truly,

A G Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams ✓
Lowell Johnston

RECEIVED
SEP 27 1950
FOR FILING

26-42-8

3401

September 26, 1950

R. E. Steelman Construction
General Delivery
Milton, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3401 which was awarded to you on August 22, 1950, by the State Highway Commission, for excavation on the Oneonta Borrow Pit Section of the Crown Point Secondary Highway in Multnomah County.

A fully executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

9/26, J.C.

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FOR FILING

26-4218

3401

August 25, 1950

R. E. Steelman Construction
Milton, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you Contract No. 3401 for the Oneonta Borrow Pit Excavation Project on the Columbia River Highway in Multnomah County. This award was based on your low bid of $3,840.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

UI-306(10) Broadway Br.-Steel Br. Sec., 1950
Pacific Hwy. West in Portland
#3402

FOR FI

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 8, 1953

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)	
3402	21-final	C. J. Montag & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24543	R-57252	$6,850.72	1/7/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: to July 15, 1952 without penalty

Completion Date: July 15, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

RECEIVED
DEC 29 1952
FOR FILING

141-[illegible]

-4[illegible]

December 26, 1952

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3402 for work performed on the Broadway Bridge-Steel Bridge Section of the Pacific West Highway in Multnomah County was completed by the contractor, C. J. Montag & Sons, on July 15, 1952 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $16,850.72 will be released to the contractor on or after January 5, 1953. The total contract amount is $590,503.48, of which amount $2,870.82 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED
H. B. GLAISYER

NOTED ON CARD

12-26-52 T(

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11-2

files

Memorandum from the Bonding Department of

THE ÆTNA CASUALTY AND SURETY COMPANY

PORTLAND OFFICE, ROOM 300 YEON BUILDING . . . . . PHONE ATwater 7381

William H. Eagleton, *Superintendent* . . . . James K. Wellman, *Field Representative*

November 21, 1952

Oregon State Highway Commission
Attention: H. B. Glaisyer, Secretary
Salem, Oregon

Gentlemen:

RE: Bond 42 S 10828
Contract No. 3402
C. J. Montag & Sons

In answer to the second paragraph of your letter asking if your letter regarding the final payment of the contract was mailed to Mr. Bishop, the agent on the bond, would our office be advised. No, Mr. Bishop would not advise us unless of course we asked him to obtain the information. Inasmuch as we are the surety on the bond, the status report or information which we receive from you as obligee is used as our authority to cancel the bond when the contract has been completed and final payment made. If there is an underrun in the amount of the contract, we allow a return premium to the contractor, or if there is an overrun, we accordingly charge for the additional amount subject to a certain minumum.

We would appreciate if you would continue to advise our office at 300 Yeon Building relative to the progress of contracts as you have in the past, and if you so desire, you can continue to send a carbon copy of your letter to the agents.

We wish to assure you we very much appreciate your cooperation and your letters have been very helpful to us in keeping a check on the progress of the job.

Yours very truly,

H P Atterbury
Bond Department.

hpa

R

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NOV 21 1952
FOR FILING

U1-306(a)

[illegible]

November 20, 1952

The Aetna Casualty and Surety Company
300 Yeon Building
Portland, Oregon

Attention: Mr. H. P. Atterbury

Gentlemen:

The final estimate on Contract No. 3402 awarded by the Highway Commission to C. J. Montag and Sons for the Broadway Bridge-Steel Bridge job on the Pacific Highway West in Multnomah County has not yet been completed. Computation of the final estimate is now in progres and the latest figure that we can get is a total amount of $591,394.60. This, however, is not final. When final payment is ready to be made, we will notify the surety in our routine procedure concerning the final amount of the contract and the date that payment is to be made unless there are objections.

We note in examining our records on this contract that the agent for this bond is given as G. Cyrus Bishop, 319 Yeon Building, Portland 4, and that your address is Room 300, Yeon Building. If our letter concerning final payment was mailed to G. Cyrus Bishop, would your office be advised?

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

R

Memorandum from ÆTNA *the Bonding Department of*

THE ÆTNA CASUALTY AND SURETY COMPANY

CA. 9777

PORTLAND OFFICE, ROOM 308 YEON BUILDING . . . . . PHONE ATwater 7381

William H. Eagleton, *Superintendent* . . . . James K. Wellman, *Field Representative*

November 14, 1952

Oregon State Highway Commission
Attention: H. B. Glaisyer, Secretary
Salem, Oregon

Gentlemen:

RE: Contract No. 3402 - Bond 42 S 10828
C. J. Montag & Sons

This will acknowledge receipt of your letter dated November 13th in connection with contract No. 3402, covering structures, grading and paving on the Broadway Bridge-Steel Bridge Section on the Pacific Highway West in Multnomah County.

Would you please advise us the total amount completed contract so if there is an overrun or underrun, we can make the proper premium adjustment with the contractor.

Thanking you, we are,

Yours very truly,

H P Atterbury
Bond Dept.

hpa

Semi-final $591,394.60

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NOV 14 1952
FOR FILING

41-[illegible]

November 13, 1952

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. J. Montag & Sons in connection with contract No. 3402, covering structures, grading and paving on the Broadway Bridge-Steel Bridge Section on the Pacific Highway West in Multnomah County.

This payment, in the amount of $40,046.81, will be released to the contractor on or after November 24, 1952. The retained percentage is $17,741.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. O. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

11-13-52 g

Form E-1

21- 523(10)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1952, 19

Section Broadway Bridge to Steel Bridge

Kind of work Structures, Grading & Paving

Highway Pacific West

Section prefix 26-1005

Contractor C.J. Montag & Sons

Contract number 3402

Date of contract Aug. 22, 1950, 19

Date of completion Sept. 30, 1952, 19

Date work started Aug. 23, 1950, 19

Estimated date of completion July 15, 1952, 19

Amount of contract $597,936.00

Per cent of time elapsed 170.53 %

Estimated cost of completed project, exclusive of engineering $655,233.42

Per cent of contract completed, based on total contract price . . . . 95 %

Engineering cost to date $ 43,529.02, %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed balance of asphalt concrete on the center island and on Holladay and Williams Avenue service road. All pavement now in place.

Two men on clean up work this week.

Posts for guard fence installed but top rail and mesh in place.

All roakwork items completed except for the guard xxxx fence.

Final estimate approximately 50% complete

RECEIVED
JUL 14 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed D J Barbee D.J. Barbee Res. Engr.

Address P.O. Box 4699 Portland 2 Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.37	0.37			0.37
Miles partially completed	0.37	0.37			0.37
Miles completed	0.37	0.37			0.37
Total estimated quantities	80,000	6,000			25,000 sy
Estimated quantities moved or placed to date	80,000	6,000			25,000 sy
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons						3	3
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Spreading machine 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair-Hot		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

STATE PRINTING

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FEB 15 1952
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February 14, 1952

C. J. Montag & Sons
7805 N. E. Halsey St.
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 197 days, from December 31, 1951 to and including July 15, 1952, within which to complete your contract No. 3402 for structures, grading and paving on the Broadway Bridge-Steel Bridge Section on the Pacific Highway West in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

J. T. Skelton,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

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34[illegible]

January 14, 1952

State Highway Commission

Request for extension of time
No. 6
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Broadway Bridge-Steel Bridge
Section, Contract 3402
C. J. Montag & Sons, Contractor

Herewith request for an extension of time from December 31, 1951 to and including July 15, 1952, for the completion of the Broadway Bridge-Steel Bridge Section in Portland.

The project is now almost complete and was opened to traffic on November 21 however, there remains a small amount of landscaping work to be done which must await more favorable weather conditions.

In view of the fact that the delay in completing all work is primarily for the purpose of obtaining a better landscaping job, we are recommending that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

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UI-306(10)

[illegible]

June 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Broadway Bridge-Steel Bridge
F.A.P. Oregon UI-306(10)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 10 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc G. S. Paxson
C. A. Gardner

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FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

UI-306(10)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon UI-306(10)
Broadway Bridge-Steel
Bridge Section

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jim

946)

98

State Oregon

Project No. UI-306(10)

Federal Aid Urban

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of August, 1947, a program, which was approved on the 4th day of June, 1948, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of August, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred ninety-eight thousand and 00/100 dollars ($398,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11579-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 315+10 north of North Cherry Street and survey station 43+76 on the Steel Bridge, all in Portland, without exception, , length 0.372 miles, in Multnomah County, being Oregon Federal Aid / Urban project No. UI-306(10), consisting of 0.274 miles of roadway and two bridges, each of more than 20 feet clear span, 0.098 of a mile in length with two additional bridges on the northbound lanes.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

(c) No tolls are to be charged for the use of the Steel Bridge and the State agrees to provide a suitable crossing of the Willamette River for this highway if for any reason the lease on the Steel Bridge is terminated.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred ninety-eight thousand and 00/100 dollars ($398,000.00), which does not exceed the authorized Federal pro rata share of six hundred forty-two thousand, six hundred fifty-nine and 60/100 dollars ($642,659.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
31 1951
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File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 22, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Agreements with the Union Pacific Railroad Company and the Southern Pacific Railroad Company concerning encroachments in connection with Oregon Project UI-306(10), Broadway Bridge-Steel Bridge, have been reviewed and they appear to be generally satisfactory.

It is believed you understand that any payments you may make directly to the railroad for flagging (except flagging necessitated by work performed by the railroad) must be non-participating. Similarly, we cannot participate in any payment to the railroad for insurance provided for by Section 4 of both agreements.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

Copy to Paxson

RECEIVED
FOR FILING

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[illegible]

May 11, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Broadway Bridge-Steel Bridge Section Project Number UI-306 (10).

Under separate cover we are sending four copies each of agreement with the Union Pacific Railroad Company and the Southern Pacific Railroad Company concerning encroachments on their property by the highway roadbed.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

JWF:plc

encl.

Oregon State Highway Department

Federal Aid Urban
Project No. UI-306 (10)

BROADWAY BRIDGE-STEEL BRIDGE SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1951

Type Code 7201

Roadway (Sta. 315+10 to 48+76)

All Required		Clearing and Grubbing		$ 12,000.00
All Required		Removal of Buildings		19,000.00
10,900	sq. yds.	Removal of Pavement	$ 0.85	9,265.00
5,000	sq. yds.	Removal of Walks and Driveways	0.35	1,750.00
5,700	lin. ft.	Removal of Curbs	0.25	1,425.00
30	only	Removal of Inlets	20.00	600.00
3	only	Removal of Manholes	75.00	225.00
620	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	4.50	2,790.00
3,200	lin. ft.	Removal of Rails in Car Track	1.00	3,200.00
3,200	lin. ft.	Removal of Ties in Car Track	1.00	3,200.00
2,600	cu. yds.	Structural Excavation, Unclassified	5.00	13,000.00
52,000	cu. yds.	General Excavation, Unclassified	0.60	31,200.00
32,000	yd. sta.	Short Overhaul	0.03	960.00
100	C-yd. sta.	Long Overhaul	1.00	100.00
6,000	cu. yds.	Furnishing and Placing Topsoil	2.50	15,000.00
All Required		Finishing Roadbed and Other Areas		5,000.00
2,500	lin. ft.	8" Sewer Pipe	1.00	2,500.00
170	lin. ft.	10" Sewer Pipe	1.50	255.00
740	lin. ft.	12" Sewer Pipe	1.90	1,406.00
250	lin. ft.	15" Sewer Pipe	2.50	625.00
500	lin. ft.	18" Sewer Pipe	3.50	1,750.00
260	lin. ft.	Extra for Installing Pipe Under Pavement	4.00	1,040.00
4	only	Adjustment of Roof Drains	50.00	200.00
4	only	Adjustment of Manholes	80.00	320.00
1	only	Reconstructing Special Manhole	250.00	250.00
7	only	Reconstructing Manholes	150.00	1,050.00
11	only	Type "A" Manholes 5 to 10 feet Deep	220.00	2,420.00
10	only	Type "A" Manholes 10 to 20 feet Deep	300.00	3,000.00
1	only	Brick Drainage Sump	300.00	300.00

47	only	Concrete Inlets	$ 55.00	$ 2,585.00
7	only	Concrete Catch Basins	65.00	455.00
90	lin. ft.	1-inch Copper Water Pipe	1.00	90.00
330	lin. ft.	2-inch Copper Water Pipe	2.00	660.00
210	lin. ft.	2½-inch Copper Water Pipe	2.25	472.50
640	cu. yds.	Concrete Curbs and Gutters	40.00	25,600.00
4	sq. yds.	Concrete Driveways	3.50	14.00
2,700	sq. yds.	Concrete Walks	3.00	8,100.00
50	cu. yds.	Concrete Islands	40.00	2,000.00
550	lin. ft.	Metal Guard Rail	3.00	1,650.00
22	only	Concrete Sight Posts	12.00	264.00
16	only	Recessed Concrete Sight Posts	50.00	800.00
140	lin. ft.	3-ft. Metal Guard Fence	2.50	350.00
All Required		Construct Recesses for Traffic Control Markers		150.00
4,900	cu. yds.	3" - 0 Material in Base	2.35	11,515.00
780	cu. yds.	3/4" - 0 Material in Base	3.25	2,535.00
400	cu. yds.	½" - 0 Material in Cushion Course	3.75	1,500.00
150	M-gal.	Sprinkling	3.00	450.00
270	sq. yds.	6" Portland Cement Concrete Base	3.00	810.00
14,300	sq. yds.	Portland Cement Concrete Pavement	3.60	51,480.00
50	lin. ft.	3/4" x 4" Expansion Joints	0.20	10.00
40	lin. ft.	3/4" x 6" Expansion Joints	0.25	10.00
180	lin. ft.	3/4" x 8" Expansion Joints	0.30	54.00
480	lin. ft.	3/4" x 10" Expansion Joints	0.35	168.00
1,500	lin. ft.	½" x 4" Expansion Joints	0.15	225.00
40	lin. ft.	½" x 6" Expansion Joints	0.20	8.00
300	lin. ft.	½" x 8" Expansion Joints	0.25	75.00
40	lin. ft.	½" x 10" Expansion Joints	0.30	12.00
8,100	lin. ft.	Contraction Joints	0.10	810.00
10	only	3/4" x 6" Dowel Pins	0.50	5.00
110	only	3/4" x 10" Dowel Pins	0.50	55.00
80	only	3/4" x 18" Dowel Pins	0.50	40.00
26,000	lbs.	Tie Bars and Reinforcement	0.10	2,600.00
2,600	tons	Class "B" Asphaltic Concrete	8.50	22,100.00
12	tons	Emulsified Asphalt in Seal Coat	50.00	600.00
70	cu. yds.	Aggregates in Seal Coat	4.00	280.00
175	cu. yds.	Excavation for Structures	10.00	1,750.00
20	cu. yds.	Excavation Below Elevation Shown	15.00	300.00
305	cu. yds.	Class "A" Concrete	48.00	14,640.00
42,000	lbs.	Metal Reinforcement	0.095	3,990.00
3,600	sq. ft.	Tile Facing	1.80	6,480.00
340	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	3,400.00
60	lin. ft.	3-inch Galvanized Pipe Rail	3.75	225.00
140	lin. ft.	1½-inch Galvanized Pipe Rail	2.00	280.00
50	lin. ft.	Double Pipe Galvanized Rail	4.00	200.00
All Required		Lighting		8,000.00
125	sq. yds.	Membrane Waterproofing with Protection Course	5.00	625.00
355	sq. yds.	Membrane Waterproofing without Protection Course	3.50	1,242.50
		Subtotal		$313,496.00
		10% Engr. & Cont.		31,349.60
		Total		$344,845.60

STRUCTURES

Type Code X223

Hassalo Street Structure (Sta. 37+91.2Lto 38+26.2L)

250	cu. yds.	Excavation for Structures	$10.00	$ 2,500.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
400	cu. yds.	Class "A" Concrete	48.00	19,200.00
66,000	lbs.	Metal Reinforcement	0.095	6,270.00
210	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	2,100.00
				$ 30,220.00

Type Code X223

Halladay Street Structure (Sta. 43+92.8LN to 44+33.1LN)

200	cu. yds.	Excavation for Structures	$ 10.00	$ 2,000.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
370	cu. yds.	Class "A" Concrete	48.00	17,760.00
53,000	lbs.	Metal Reinforcement	0.095	5,035.00
235	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	2,350.00
				$ 27,295.00

Type Code X223

Williams Avenue Structure (Sta. 41+02.9LN to 41+37.9LN)

140	cu. yds.	Excavation for Structures	$ 10.00	$ 1,400.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
290	cu. yds.	Class "A" Concrete	48.00	13,920.00
45,000	lbs.	Metal Reinforcement	0.095	4,275.00
225	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	2,250.00
				$ 21,995.00

Type Code X121

Steel Bridge Structure (Sta. 43+94.5L to 48+76.0L)

750	cu. yds.	Excavation for Structures	$ 10.00	$ 7,500.00
20	cu. yds.	Excavation Below Elevation Shown	15.00	300.00
1,970	cu. yds.	Class "A" Concrete	48.00	94,560.00
330,000	lbs.	Metal Reinforcement	0.095	31,350.00
980	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	9,800.00
40	M-FBM	Treated Lumber in Place	280.00	11,200.00
116,000	lbs.	Structural Steel	0.17	19,720.00

All Required	Remodel Old Bridge		$ 11,000.00
170 lin. ft.	Special Metal Rail	$ 14.00	2,380.00
3,800 sq. ft.	Treated 2" x 2" Decking in Place	0.90	3,420.00
			$191,230.00
		Total, Structures	$270,740.00
		10% Engr. & Cont.	27,074.00
		Total	$297,814.00

Length of Roadway (L Line)	0.274 mile
Length of Structures (L Line)	0.098 mile
Total Length (L Line)	0.372 mile
Cost per mile, Roadway	$1,258,560.58
(Length of Structures, LN Line	0.14 mile)

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Roadway	$344,845.60	$213,563.00	$131,282.60
Structures	297,814.00	184,437.00	113,377.00
	$642,659.60	$398,000.00	$244,659.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Urban
Project No. UI-306 (10)

BROADWAY BRIDGE-STEEL BRIDGE SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1951

Type Code 7201

Roadway (Sta. 315+10 to 48+76)

All Required		Clearing and Grubbing		$ 12,000.00
All Required		Removal of Buildings		19,000.00
10,900	sq. yds.	Removal of Pavement	$ 0.85	9,265.00
5,000	sq. yds.	Removal of Walks and Driveways	0.35	1,750.00
5,700	lin. ft.	Removal of Curbs	0.25	1,425.00
30	only	Removal of Inlets	20.00	600.00
3	only	Removal of Manholes	75.00	225.00
620	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	4.50	2,790.00
3,200	lin. ft.	Removal of Rails in Car Track	1.00	3,200.00
3,200	lin. ft.	Removal of Ties in Car Track	1.00	3,200.00
2,600	cu. yds.	Structural Excavation, Unclassified	5.00	13,000.00
52,000	cu. yds.	General Excavation, Unclassified	0.60	31,200.00
32,000	yd. sta.	Short Overhaul	0.03	960.00
100	C-yd. sta.	Long Overhaul	1.00	100.00
6,000	cu. yds.	Furnishing and Placing Topsoil	2.50	15,000.00
All Required		Finishing Roadbed and Other Areas		5,000.00
2,500	lin. ft.	8" Sewer Pipe	1.00	2,500.00
170	lin. ft.	10" Sewer Pipe	1.50	255.00
740	lin. ft.	12" Sewer Pipe	1.90	1,406.00
250	lin. ft.	15" Sewer Pipe	2.50	625.00
500	lin. ft.	18" Sewer Pipe	3.50	1,750.00
260	lin. ft.	Extra for Installing Pipe Under Pavement	4.00	1,040.00
4	only	Adjustment of Roof Drains	50.00	200.00
4	only	Adjustment of Manholes	80.00	320.00
1	only	Reconstructing Special Manhole	250.00	250.00
7	only	Reconstructing Manholes	150.00	1,050.00
11	only	Type "A" Manholes 5 to 10 feet Deep	220.00	2,420.00
10	only	Type "A" Manholes 10 to 20 feet Deep	300.00	3,000.00
1	only	Brick Drainage Sump	300.00	300.00

47	only	Concrete Inlets	$ 55.00	$ 2,585.00
7	only	Concrete Catch Basins	65.00	455.00
90	lin. ft.	1-inch Copper Water Pipe	1.00	90.00
330	lin. ft.	2-inch Copper Water Pipe	2.00	660.00
210	lin. ft.	2½-inch Copper Water Pipe	2.25	472.50
640	cu. yds.	Concrete Curbs and Gutters	40.00	25,600.00
4	sq. yds.	Concrete Driveways	3.50	14.00
2,700	sq. yds.	Concrete Walks	3.00	8,100.00
50	cu. yds.	Concrete Islands	40.00	2,000.00
550	lin. ft.	Metal Guard Rail	3.00	1,650.00
22	only	Concrete Sight Posts	12.00	264.00
16	only	Recessed Concrete Sight Posts	50.00	800.00
140	lin. ft.	3-ft. Metal Guard Fence	2.50	350.00
All Required		Construct Recesses for Traffic Control Markers		150.00
4,900	cu. yds.	3" - 0 Material in Base	2.35	11,515.00
780	cu. yds.	3/4" - 0 Material in Base	3.25	2,535.00
400	cu. yds.	½" - 0 Material in Cushion Course	3.75	1,500.00
150	M-gal.	Sprinkling	3.00	450.00
270	sq. yds.	6" Portland Cement Concrete Base	3.00	810.00
14,300	sq. yds.	Portland Cement Concrete Pavement	3.60	51,480.00
50	lin. ft.	3/4" x 4" Expansion Joints	0.20	10.00
40	lin. ft.	3/4" x 6" Expansion Joints	0.25	10.00
180	lin. ft.	3/4" x 8" Expansion Joints	0.30	54.00
480	lin. ft.	3/4" x 10" Expansion Joints	0.35	168.00
1,500	lin. ft.	½" x 4" Expansion Joints	0.15	225.00
40	lin. ft.	½" x 6" Expansion Joints	0.20	8.00
300	lin. ft.	½" x 8" Expansion Joints	0.25	75.00
40	lin. ft.	½" x 10" Expansion Joints	0.30	12.00
8,100	lin. ft.	Contraction Joints	0.10	810.00
10	only	3/4" x 6" Dowel Pins	0.50	5.00
110	only	3/4" x 10" Dowel Pins	0.50	55.00
80	only	3/4" x 18" Dowel Pins	0.50	40.00
26,000	lbs.	Tie Bars and Reinforcement	0.10	2,600.00
2,600	tons	Class "B" Asphaltic Concrete	8.50	22,100.00
12	tons	Emulsified Asphalt in Seal Coat	50.00	600.00
70	cu. yds.	Aggregates in Seal Coat	4.00	280.00
175	cu. yds.	Excavation for Structures	10.00	1,750.00
20	cu. yds.	Excavation Below Elevation Shown	15.00	300.00
305	cu. yds.	Class "A" Concrete	48.00	14,640.00
42,000	lbs.	Metal Reinforcement	0.095	3,990.00
3,600	sq. ft.	Tile Facing	1.80	6,480.00
340	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	3,400.00
60	lin. ft.	3-inch Galvanized Pipe Rail	3.75	225.00
140	lin. ft.	1½-inch Galvanized Pipe Rail	2.00	280.00
50	lin. ft.	Double Pipe Galvanized Rail	4.00	200.00
All Required		Lighting		8,000.00
125	sq. yds.	Membrane Waterproofing With Protection Course	5.00	625.00
355	sq. yds.	Membrane Waterproofing Without Protection Course	3.50	1,242.50
		Subtotal		$313,496.00
		10% Engr. & Cont.		31,349.60
		Total		$344,845.60

STRUCTURES

Type Code X223

Hassalo Street Structure (Sta. 37+91.2L to 38+26.2L)

250	cu. yds.	Excavation for Structures	$10.00	$ 2,500.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
400	cu. yds.	Class "A" Concrete	48.00	19,200.00
66,000	lbs.	Metal Reinforcement	0.095	6,270.00
210	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	2,100.00
				$ 30,220.00

Type Code X223

Halladay Street Structure (Sta. 43+92.8LN to 44+33.1LN)

200	cu. yds.	Excavation for Structures	$ 10.00	$ 2,000.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
370	cu. yds.	Class "A" Concrete	48.00	17,760.00
53,000	lbs.	Metal Reinforcement	0.095	5,035.00
235	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	2,350.00
				$ 27,295.00

Type Code X223

Williams Avenue Structure (Sta. 41+02.9LN to 41+37.9LN)

140	cu. yds.	Excavation for Structures	$ 10.00	$ 1,400.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
290	cu. yds.	Class "A" Concrete	48.00	13,920.00
45,000	lbs.	Metal Reinforcement	0.095	4,275.00
225	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	2,250.00
				$ 21,995.00

Type Code X121

Steel Bridge Structure (Sta. 43+94.5L to 48+76.0L)

750	cu. yds.	Excavation for Structures	$ 10.00	$ 7,500.00
20	cu. yds.	Excavation Below Elevation Shown	15.00	300.00
1,970	cu. yds.	Class "A" Concrete	48.00	94,560.00
330,000	lbs.	Metal Reinforcement	0.095	31,350.00
980	lin. ft.	Metal Handrail (Per Drawing 9233)	10.00	9,800.00
40	M-FBM	Treated Lumber in Place	280.00	11,200.00
116,000	lbs.	Structural Steel	0.17	19,720.00

All Required	Remodel Old Bridge		$ 11,000.00
170 lin. ft.	Special Metal Rail	$ 14.00	2,380.00
3,800 sq. ft.	Treated 2" x 2" Decking in Place	0.90	3,420.00
			$191,230.00

Total, Structures	$270,740.00
10% Engr. & Cont.	27,074.00
Total	$297,814.00

Length of Roadway (L Line)	0.274 mile
Length of Structures (L Line)	0.098 mile
Total Length (L Line)	0.372 mile
Cost per mile, Roadway	$1,258,560.58
(Length of Structures, LN Line	0.14 mile)

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Roadway	$344,845.60	$213,563.00	$131,282.60
Structures	297,814.00	184,437.00	113,377.00
	$642,659.60	$398,000.00	$244,659.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

August 4, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six small size prints of the plan title sheet for the Broadway Bridge-Steel Bridge Section, Project No. UI-306 (10), which sheet has been revised to show correctly the service roads included in the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWM:md

August 4, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending by messinger six copies of estimate, four copies of right of way statement, six bid proposals and six copies of small scale plans for the Broadway Bridge-Steel Bridge Section, Project No. UI-306 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Oregon State Highway Department

Federal Aid Urban Project
No. UI-306 (10)

BROADWAY BRIDGE-STEEL BRIDGE SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1950

Type Code 7201

Roadway (Sta. 315+10 to 48+76)

All Required		Clearing and Grubbing		$ 9,000.00
All Required		Removal of Buildings		7,000.00
10,900	sq. yds.	Removal of Pavement	$0.60	6,540.00
5,000	sq. yds.	Removal of Walks and Driveways	0.40	2,000.00
5,700	lin. ft.	Removal of Curbs	0.25	1,425.00
30	only	Removal of Inlets	20.00	600.00
3	only	Removal of Manholes	50.00	150.00
620	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	6.00	3,720.00
3,200	lin. ft.	Removal of Rails in Car Track	1.00	3,200.00
3,200	lin. ft.	Removal of Ties in Car Track	1.00	3,200.00
2,600	cu. yds.	Structural Excavation, Unclassified	5.00	13,000.00
52,000	cu. yds.	General Excavation, Unclassified	0.75	39,000.00
32,000	yd. sta.	Short Overhaul	0.02	640.00
100	C-yd.sta.	Long Overhaul	0.50	50.00
6,000	cu. yds.	Furnishing and Placing Topsoil	2.50	15,000.00
All Required		Finishing Roadbed and Other Areas		4,000.00
2,500	lin. ft.	8-inch Sewer Pipe	0.90	2,250.00
170	lin. ft.	10-inch Sewer Pipe	1.25	212.50
740	lin. ft.	12-inch Sewer Pipe	1.75	1,295.00
250	lin. ft.	15-inch Sewer Pipe	2.00	500.00
500	lin. ft.	18-inch Sewer Pipe	2.75	1,375.00
260	lin. ft.	Extra for Installing Pipe Under Pavement	4.00	1,040.00
4	only	Adjustment of Roof Drains	25.00	100.00
4	only	Adjustment of Manholes	75.00	300.00
1	only	Reconstructing Special Manhole	150.00	150.00
7	only	Reconstructing Manholes	100.00	700.00
11	only	Type "A" Manholes 5 to 10 feet Deep	175.00	1,925.00
10	only	Type "A" Manholes 10 to 20 feet Deep	300.00	3,000.00

1	only	Brick Drainage Sump	$125.00	$ 125.00
47	only	Concrete Inlets	50.00	2,350.00
7	only	Concrete Catch Basins	65.00	455.00
90	lin. ft.	1-inch Copper Water Pipe	2.50	225.00
330	lin. ft.	2-inch Copper Water Pipe	4.00	1,320.00
210	lin. ft.	2½-inch Copper Water Pipe	4.50	945.00
640	cu. yds.	Concrete Curbs and Gutters	40.00	25,600.00
4	sq. yds.	Concrete Driveways	5.00	20.00
2,700	sq. yds.	Concrete Walks	3.00	8,100.00
50	cu. yds.	Concrete Islands	45.00	2,250.00
550	lin. ft.	Metal Guard Rail	2.50	1,375.00
22	only	Concrete Sight Posts	7.50	165.00
16	only	Recessed Concrete Sight Posts	10.00	160.00
140	lin. ft.	3 ft. Metal Guard Fence	3.00	420.00
All Required		Construct Recesses for Traffic Control Markers		75.00
4,900	cu. yds.	3" - 0" Material in Base	2.50	12,250.00
780	cu. yds.	3/4" - 0" Material in Base	3.00	2,340.00
400	cu. yds.	½" - 0" Material in Cushion Course	4.00	1,600.00
150	M-gals.	Sprinkling	3.00	450.00
270	sq. yds.	6-inch Portland Cement Concrete Base	2.50	675.00
14,300	sq. yds.	Portland Cement Concrete Pavement	3.50	50,050.00
50	lin. ft.	3/4" x 4" Expansion Joints	0.15	7.50
40	lin. ft.	3/4" x 6" Expansion Joints	0.20	8.00
180	lin. ft.	3/4" x 8" Expansion Joints	0.25	45.00
480	lin. ft.	3/4" x 10" Expansion Joints	0.35	168.00
1,500	lin. ft.	½" x 4" Expansion Joints	0.15	225.00
40	lin. ft.	½" x 6" Expansion Joints	0.20	8.00
300	lin. ft.	½" x 8" Expansion Joints	0.20	60.00
40	lin. ft.	½" x 10" Expansion Joints	0.30	12.00
8,100	lin. ft.	Contraction Joints	0.06	486.00
10	only	3/4" x 6" Dowel Pins	0.50	5.00
110	only	3/4" x 10" Dowel Pins	0.55	60.50
80	only	3/4" x 18" Dowel Pins	0.60	48.00
26,000	lbs.	Tie Bars and Reinforcement	0.15	3,900.00
2,600	tons	Class "B" Asphaltic Concrete	7.50	19,500.00
12	tons	Emulsified Asphalt in Seal Coat	40.00	480.00
70	cu. yds.	Aggregates in Seal Coat	4.00	280.00
175	cu. yds.	Excavation for Structures	5.00	875.00
20	cu. yds.	Excavation below Elevation Shown	10.00	200.00
305	cu. yds.	Class "A" Concrete	60.00	18,300.00
42,000	lbs.	Metal Reinforcement	0.10	4,200.00
3,600	sq. ft.	Tile Facing	2.00	7,200.00
340	lin. ft.	Metal Handrail (Per Drawing 9233)	12.00	4,080.00
60	lin. ft.	3-inch Galvanized Pipe Rail	2.00	120.00
140	lin. ft.	1½-inch Galvanized Pipe Rail	1.00	140.00
50	lin. ft.	Double Pipe Galvanized Rail	5.00	250.00
All Required		Lighting		8,000.00
125	sq. yds.	Membrane Waterproofing with Protection Course	7.50	937.50

355 sq. yds.	Membrane Waterproofing without Protection Course	$ 5.00	$ 1,775.00
	Subtotal		$303,693.00
	10% Engr. & Cont.		30,369.30
	Total		$334,062.30

STRUCTURES

Type Code X223
Hassalo Street Structure (Sta. 37+91.2L to 38+26.2L)

250	cu. yds.	Excavation for Structures	$ 5.00	$ 1,250.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
400	cu. yds.	Class "A" Concrete	60.00	24,000.00
66,000	lbs.	Metal Reinforcement	0.10	6,600.00
210	lin. ft.	Metal Handrail (Per Drawing 9233)	12.00	2,520.00
				$ 34,470.00

Type Code X223
Holladay Street Structure (Sta. 43+92.8 LN to 44+33.1 LN)

200	cu. yds.	Excavation for Structures	$ 5.00	$ 1,000.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
370	cu. yds.	Class "A" Concrete	60.00	22,200.00
53,000	lbs.	Metal Reinforcement	0.10	5,300.00
235	lin. ft.	Metal Handrail (Per Drawing 9233)	12.00	2,820.00
				$ 31,420.00

Type Code X223
Williams Avenue Structure (Sta. 41+02.9 LN to 41+37.9 LN)

140	cu. yds.	Excavation for Structures	$ 5.00	$ 700.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
290	cu. yds.	Class "A" Concrete	60.00	17,400.00
45,000	lbs.	Metal Reinforcement	0.10	4,500.00
225	lin. ft.	Metal Handrail (Per Drawing 9233)	12.00	2,700.00
				$ 25,400.00

Type Code X121
Steel Bridge Structure (Sta. 43+94.5 L to 48+76.0 L)

750	cu. yds.	Excavation for Structures	$ 5.00	$ 3,750.00
20	cu. yds.	Excavation below Elevation Shown	10.00	200.00
1,970	cu. yds.	Class "A" Concrete	60.00	118,200.00
330,000	lbs.	Metal Reinforcement	0.10	33,000.00
980	lin. ft.	Metal Handrail (Per Drawing 9233)	12.00	11,760.00

40	M-FBM	Treated Lumber in Place	$200.00	$ 8,000.00
116,000	lbs.	Structural Steel	0.18	20,880.00
All Required		Remodel Old Bridge		20,000.00
170	lin. ft.	Special Metal Rail	12.00	2,040.00
3,800	sq. ft.	Treated 2" x 2" Decking in Place	1.00	3,800.00
				$221,630.00
		Total, Structures		$312,920.00
		10% Engr. & Cont.		31,292.00
				$344,212.00

Length of Roadway (L Line)	0.274 mile
Length of Structures (L Line)	0.098 mile
Total Length (L Line)	0.372 mile
Cost per mile Roadway	$1,219,205.47
(Length of Structures, LN Line	0.014 mile)

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Roadway	$334,062.30	$197,007.00	$137,055.30
Structures	344,212.00	202,993.00	141,219.00
	$678,274.30	$400,000.00	$278,274.30

BROADWAY BRIDGE-STEEL BRIDGE SECTION

PROJECT NO. UI-306 (10)

While negotiations for rights of way are in progress two parcels have not been acquired and the agreement with the Union Pacific Company concerning the construction of the overcrossing structure across their property has not been completely executed, but it is now believed that all necessary rights of way or rights of entry can be made fully available within sixteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 4, 1950

RECEIVED
1950
FOR FILING

u1-306 (10)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 25, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith three Orders for State Force Work on the Broadway Bridge-Steel Bridge section, C. J. Montag and Sons contract No. 3402. The orders are for the following work and mounts.

1. Adjust water system by the City of Portland Water Bureau in the amount of $22,000.00.

2. Adjust fire alarm system by the City of Portland Fire Bureau in the amount of $2,000.00.

3. Rearrange Union Pacifid Railway and Western Union facilities, the work to be done by Union Pacifid Railroad Company and Western Union Company in the amount of $12,931.00.

Funds for these three items have been set up in the project authorization.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.

RECEIVED
[illegible] 15 1950
FOR FILING

41-306 (cc)

3402

September 11, 1950

C. J. Montag & Sons
7805 N. E. Halsey St.
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3402, which was awarded to you on August 22, 1950 by the State Highway Commission, covering Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Multnomah County. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
FOR FILING
3402

BUREAU OF WATER WORKS

GEORGE A. MARSHALL
SUPERINTENDENT

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC UTILITIES
FRED L. PETERSON
COMMISSIONER

September 7, 1950

R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Attn. W. C. Williams,
Asstnt. State Highway Engineer.

Dear Mr. Williams:

This will acknowledge receipt of your letter of August 30th addressed to Ben S. Morrow, Engineer of Water Bureau, in connection with the revision to water lines to the Steel Bridge necessitated by the construction of a pedestrian underpass crossing on Oregon St. near the east end of the Steel Bridge.

Please be advised that a work-order has been issued to our construction department to proceed with the necessary work in connection therewith.

I will also advise that when the underpass is completed and the connection ready to be made to the 8-inch main on Oregon St. it will be necessary to cover this service with an approved water meter, same to be installed by the water department. The meter to be furnished and installation cost both to be borne by the property owner.

Yours very truly,

Geo a Marshall

Geo. A. Marshall,
Superintendent,
Bureau of Water Works.

RECEIVED
SEP 8 1950
OREGON
STATE HIGHWAY COMMISSION

GAM.m

RECEIVED
[illegible] 1950
FOR FILING

FORM E-30 25M 5-30 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1950

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith the original and two copies of the agreement between the railroad companies and the State covering the revisions to the east end of the Steel Bridge in Portland. I have gone over these rather carefully, and they seem to be in acceptable condition to present to the Highway Commission. There are two provisions that might be subject to question.

In subsection (h) of Section 1, it provides that this agreement expires with the termination of the lease-agreement between the railroad companies and the State dated February 28, 1941. It would make our easement-agreement expire in 1971. It is very probable that we will continue to use the Steel Bridge after that time, and, technically, I presume we would have no right to occupy the railroad property with the approaches which we are building. It does not seem probable, however, that this would cause any difficulty at that time, as we would always have the right of condemnation against them.

In subsection (c) of Section 4, it is provided that the State reimburse the railroad companies for engineering, inspection, flagman and watchman service. This has been discussed at considerable length with you and with Mr. Devers and is in accordance with the practice covering the work at the west end of the bridge. It is not a very large matter, and I would not think it worth-while to hold up the execution of the agreement because of this provision.

This agreement has not been examined by Mr. Devers, and I would suggest that it be passed on to him. If he finds the agreement in order, it should then be presented to the Highway Commission for approval.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

RECEIVED
[illegible] 1 1 1950
FOR FILING

117-[illegible]

[illegible]

BUREAU OF WATER WORKS

BEN S. MORROW
ENGINEER & GENERAL MANAGER
S. J. BENEDICT
PRIN. ASSISTANT ENGINEER
G. C. RASCH
ASSISTANT ENGINEER

1851

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC UTILITIES
FRED L. PETERSON
COMMISSIONER

August 31, 1950

Mr. W. C. Williams
Ass't State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

This is to acknowledge your letter of August 30th transmitting prints from Sheets Nos. 12 and 13 of the plans for the construction of the Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Portland.

I understand that Mr. Barbee has contacted our construction division and that they are looking over the project together with the view of getting water mains removed or relocated as required by the plans.

Yours very truly,

Ben S. Morrow

Ben S. Morrow
Engineer & General Manager
Bureau of Water Works

BSM-S

RECEIVED
AUG
FOR FILING

117-- [illegible]

3462

August 30, 1950

Mr. Ben Morrow
Chief Engineer
Water Bureau
City Hall
Portland, Oregon

Dear Sir:

Herewith prints from Sheets No. 12 and 13 of the plans for the construction of the Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Portland. These sheets show the revisions to the water lines necessitated by this construction. This letter is your authority to proceed with the work at the expense of the State, reimbursement to be made to the City in the amount of the actual cost of the work.

The contract for this work was awarded last week, and the contractor is starting work on the pedestrian underpass crossing on Oregon Street, near the east end of the Steel Bridge. This will cut through the 8-inch line now running down Oregon Street, and this line should be shut off at both ends so that the cut can be made. We would plan to continue the 4-inch service to the upper deck of the Steel Bridge by the existing connection to the 8-inch main on Williams Avenue. When the pedestrian underpass is completed, we can connect again to the 8-inch main on Oregon Street, which will permit the removal of the Williams Avenue line as called for on the plans.

I am suggesting to Mr. Barbee, our resident engineer, that he get in touch with your office and go over the details of the water-line relocation with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson
A. G. Skelton
J. T. Skelton
D. J. Barbee

RECEIVED
AUG [illegible]
FOR FILING

161-2[illegible]E(10)

3402

August 24, 1950

C. J. Montag & Sons,
7805 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 22 awarded you contract No. 3402 for grading and paving, and construction of seven reinforced concrete and steel structures, on the Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Portland. This award was based on your low bid of $597,936.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

RECEIVED
AUG 25 1950
FOR FILING

[illegible]

[illegible]

August 23, 1950

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Please note the attached copy of telegram sent to Mr. C. W. Stamm of the Western Union Telegraph Company at San Francisco under date of May 29.

Inasmuch as the Union Pacific has now taken over matters pertaining to the Western Union, I am addressing this letter to you instead of pursuing the matter further with Mr. Stamm.

I may be in error in relation to the Western Union at the Steel Bridge location, as the Southern Pacific Railroad is also involved, and will appreciate your advising me if I misunderstand this matter.

The Highway Commission has awarded a contract for the planned work at the east end of the Steel Bridge, and the contractor has advised that he will start work immediately. Will you, therefore, please arrange to have the necessary revisions of the Western Union facilities made as soon as possible, so that the contractor will not be held up with his work.

Billing and payment for work done will be handled in the manner set forth in the joint agreement between the State and the Union Pacific Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Enclosure

cc Mr. G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

RECEIVED
[illegible]
FOR FILING

August 22, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. UI-306(10) Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Portland, Oregon, to C.J. Montag & Sons, Portland, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

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[illegible]
FOR FILING

4I-3.4(1)

3402

Salem, Oregon
August 17, 1950

Mr. J. M. Devers

In Mr. Frank McColloch's letter to you having reference to easement for railroad property at the east end of the Steel Bridge he stated that the description of the easement area contained in the proposed lease is not complete from an engineering point of view. He further stated that his people would be agreeable to accepting it, providing an appropriate note is placed on the exhibit map showing the distance from the center of the bridge to the undescribed center line.

In line with this I hand you herewith five copies of a map which may be used as an exhibit, and on this map are indicated distances as he requested. This map, therefore, should be included as a part of the final easement agreement.

W. C. Williams

WCW:me

Encl.

RECEIVED
AUG 15 1950
FOR FILING

W1-306 [illegible]

FORM E-123X 25M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 14, 1950

NOTED
W. C. WILLIAMS

Mr. W. H. Lynch
District Manager
Public Roads Administration
Post-office Box 3900
Portland, Oregon

Dear Mr. Lynch:

I understand that the Highway Commission is calling for bids to be received at its August 21st and 22nd meeting covering some construction work related to the Steel Bridge project. In that connection some right of way is needed, which right of way is owned jointly by the Southern Pacific Railroad Company and the Union Pacific Railroad Company.

This letter is to advise you that we have effected satisfactory arrangements with the officials of the two railroads and are now permitted to occupy the property in the event a satisfactory bid is received and a contract awarded for the work contemplated.

Yours very truly,

J. J. [illegible]

J [illegible]:JK
cc :W. C. Williams
G. S. Paxson

RECEIVED
FOR FILING

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project UI-306(10), Broadway Bridge-Steel Bridge Section of the Pacific Highway, West, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence will also be withheld pending receipt of advice that all rights of way or rights of entry have been obtained and that the railroad agreement has been executed.

The reference to Drawing No. 2050, in the third paragraph under Metal Guard Rail on Page 25 of the special provisions, should be corrected to show Drawing No. 2075. In the second paragraph on Page 32 the reference should be to plan sheet No. 2H instead of No. 2 F.

In accordance with your letter of February 20, 1941, a special clause regarding tolls, etc. will be included in the project agreement.

Please send us copies of the usual resolution regarding encroachments, etc. by the Portland City Council.

Very truly yours,

T. M. DAVIS
District Engineer

Corrections made

RECEIVED
AUG - 4 1950
FOR FILING
FORM E-90X 15M 5-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 3rd, 1950

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I am forwarding herewith description, Statement of Information and Authorization on six parcels of property which will be required for the latest change in plans on the Broadway Bridge to Steel Bridge project. These descriptions cover all the property to be required for the construction of the service roads along both sides of the highway south of Cherry Street.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
D. J. Barbee

RECEIVED
JUL 19 1950
FOR FILING

A.1-306(10)

NOA 13

Salem, Oregon
June 6, 1950

Mr. G.S. Paxson
Bridge Engineer
Office

Attached hereto is the original and one duplicate copy of an agreement with the Oregon-Washington Railroad and Navigation Company, the Union Pacific Railroad Company and the State in which the railroad companies provide an easement across property owned by the railroad companies at the east end of the Steel Bridge in Portland. It also provides that the State shall pay to the Union Pacific Railroad Company the sum of $1,258.00.

This agreement has been executed by the State Highway Commission and is now ready for the signatures of the proper officials of the railroad companies.

Secretary

signed by commission at special meeting 6/5/50

rn
attach: 2

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 2, 1950

Memorandum to the Commission

Attached for your approval is the original and one duplicate copy of an agreement with the Oregon-Washington Railroad and Navigation Company, the Union Pacific Railroad Company and the State in which the railroad companies provide an easement across property owned by the railroad companies at the east end of the Steel Bridge in Portland. Among other things the agreement provides that the State shall pay to the Union Pacific Railroad Company the sum of $1,258.00.

This matter was brought up by the Engineer as an item not on the agenda just before noon, May 26, and discussion was continued just after reconvening. In connection with this the Engineer also advised that there is another easement agreement in which the Southern Pacific Company is involved and that the cost to the State will be approximately $2,600.00. This latter agreement was referred to the Chief Counsel to continue negotiations in an attempt to secure a better price and has not yet been presented for signature.

The agreement attached has been approved by Mr. R. H. Baldock, State Highway Engineer and Mr. J. M. Devers, Chief Counsel.

Secretary

FAQ:md
Attach.

cc - Floyd Query

NoA-13

June 2, 1950

Memorandum to the Commission

Attached for your approval is the original and one duplicate copy of an agreement with the Oregon-Washington Railroad and Navigation Company, the Union Pacific Railroad Company and the State in which the railroad companies provide an easement across property owned by the railroad companies at the east end of the Steel Bridge in Portland. Among other things the agreement provides that the State shall pay to the Union Pacific Railroad Company the sum of $1,258.00.

This matter was brought up by the Engineer as an item not on the agenda just before noon, May 26, and discussion was continued just after reconvening. In connection with this the Engineer also advised that there is another easement agreement in which the Southern Pacific Company is involved and that the cost to the State will be approximately $2,600.00. This latter agreement was referred to the Chief Counsel to continue negotiations in an attempt to secure a better price and has not yet been presented for signature.

The agreement attached has been approved by Mr. R. H. Baldock, State Highway Engineer and Mr. J. M. Devers, Chief Counsel.

Secretary

FAQ:md
Attach.

cc - Floyd Query

return to
HBG

May 25, 1950

Mr. L. W. Althof
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

This is to advise acceptance of the terms of the agreement covering the easements and construction over the property jointly owned by the Union Pacific Railroad Company and the Southern Pacific Company at the east end of the Steel Bridge in Portland, subject to further conference between our Chief Counsel and your legal and right of way staff relative to payment for easement across this jointly owned property, a draft of which agreement was sent Mr. Paxson under date of May 18.

We understand from your letter that before we can present this agreement to the Highway Commission for execution, it must be cleared through the Southern Pacific Company. We would ask that the matter of clearance by that company be expedited as much as possible, as we propose to award a contract for the work at a Commission meeting early in July.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc J. M. Devers
G. S. Paxson

11 AM
agreement (2 copies) to Green,
6/1/50 to send to commission
for signing [illegible]

2 copies to [illegible] for signature 11 AM 6-1-50

FORM E-30 25M 1-50 27535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1950

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith two copies of the agreement between the Union Pacific Railroad Company and the State covering the easements across the property wholly owned by the Union Pacific Railroad Company at the East End of the Steel Bridge in Portland.

These have been examined by Mr. Devers, and he has recommended that the Commission accept the terms of the easement. I would, however, refer you to the copy of the letter which I have written Mr. Devers, attached hereto, concerning our payment to the railroad company for the easement.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP:gm
Attached

FORM E-30X 25M 9-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 24, 1950

SUBJECT: Railroad agreements, East End Steel Bridge in Portland

To:

Mr. J. M. Devers
Chief Counsel
Office

Dear Sir:

I have your letter advising approval of the two agreements submitted to us by the Union Pacific Railroad Company, covering the easements across the property wholly owned by the Union Pacific Railroad Company and the property jointly owned by the Union Pacific Railroad Company and the Southern Pacific Company.

I concur with you in recommending that these agreements be executed. There is, however, one item that perhaps may be questioned. Under both of these agreements we are paying to the railroad companies for the easement. In the case of the property wholly owned by the Union Pacific Railroad Company, we are to pay them the sum of $1,258, while for the property jointly owned by the two companies the amount is $2,610. There is ample justification for payment for the crossing of the wholly owned property of the Union Pacific Railroad Company, as this is property which is not being used as railroad right of way. The jointly-owned property, however, was acquired by the companies as right of way for the bridge across the Willamette River. The situation is exactly parallel with that on the west bank of the river, and in this project on the west bank we have gone ahead without easement-agreements or without paying the companies for the use of the property. This procedure was based on the terms of the use and occupancy agreement for the Steel Bridge executed February 28, 1941, which in Section 12, on page 7, provides that "In addition to the other privileges and rights vested in the State under the terms of this lease the State shall have and is given authority, subject to the conditions hereinafter set out, at its own expense, to make necessary changes and alterations in said bridge to conform the same to the contemplated Front Avenue Project, both with respect to necessary approaches and ramps on the west end and on the ease end of said bridge. In this connection the State shall have and is given the right to make such alterations in the railway structure as are necessary to accomplish the required widening and connections for said ramps and approaches; * * ."

In connection with the project on the west end, it was ruled that this provision gave us right to go onto the railroad property and build the connecting ramps.

This project has been delayed so long now with the railroad agreements that I am of the opinion that we had better accept the terms of the agreement and pay for the easement rather than encounter further delay..

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc R. H. Baldock

RECEIVED
JUN 7 1950
FOR FILING

161-316(10)

June 6, 1950

Mr. C. H. Greene
Beach, Simon & Greene
431 Pacific Building
Portland 4, Oregon

Dear Sir:

With reference to your letter of May 24, concerning access for property owners living in the vicinity of the Broadway Bridge-Steel Bridge Section of the Pacific Highway, you are advised that we are making immediate investigation as to what, if any, improvements can be effected to provide a better means of access.

As soon as our studies have progressed to a stage where we have definite facts, we will be pleased to meet with you so that the matter can be discussed in detail.

We shall advise you when we are ready for a conference.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

RECEIVED
MAY 31 1950
FOR FILING

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DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 29, 1950

[illegible]
W. C. WILLIAMS

G. W. [illegible]
WESTERN UNION TELEGRAPH CO.
ROOM 418
49 GEARY STREET
SAN FRANCISCO, CALIFORNIA

RE YOUR WIRE MAY 25, THIS IS AUTHORITY TO PROCEED AT ONCE WITH REVISIONS TO YOUR FACILITIES AT EAST END OF STEEL BRIDGE IN PORTLAND.

OREGON STATE HIGHWAY COMMISSION

By W. C. WILLIAMS
ASST. STATE HIGHWAY ENGINEER

WCW

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(34)...

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA085 DH DM=SAN FRANCISCO CALIF 25=

OREGON STATE HWY COMM=
ATTN G S PAXTON

SEE YR LETTER APR 12 RE OUR WORK AT EAST END OF STEEL BRIDGE PORTLAND. PLS ADV BY WIRE COLLECT WHEN YOU EXPECT WE CAN START OUR WORK=

G W STAMM ROOM 418 - 49 GEARY ST SANFRANCISCO CALIF=

WESTERN UNION
NO MISUNDERSTANDINGS .....WHEN YOU HAVE A RECORD OF IT
Telegraph It AND BE SURE
6041

RECEIVED
MAY 25 1950
OR STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
Form E-123X 25M 4-50
FOR FILING

UI-306(10)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 3, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland [illegible], Oregon

Dear Sir:

Re: Broadway Bridge-Steel Bridge
Section, F. A. UI 306 (10)

Reference is made to your letter of April 20 regarding the specifications for the above project. Your reference to Page 25, Drawing No. 2050 is incorrect and will be changed to 2075.

The asphalt percentages on Page 22 of the Special Provisions have already been corrected and will read "between 5 per cent and 7 per cent." This correction was made after we had sent you the draft of the Special Provisions.

All work under Bid Item 76, for altering of the building, will be carried as nonparticipating, as we consider this a right-of-way item.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Jack Rhodes
G. S. Paxson
C. A. Gardner

Jm

RECEIVED
APR 26 1950
FOR FILING

Const

April 20, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the preliminary plans and specifications for Project UI 306(10) Broadway Bridge-Steel Bridge, submitted with your April 14 letter.

In a first review of these documents we note the following:

Page 25, Special Provisions. Metal Guard Rail. Under paragraph "Type and Design", reference is made to Drawing No. 2050. It is believed that Drawing No. 2075 should have been cited.

Page 42 Special Provisions. Percentage of Asphaltic Cement to be Used in Mix. To be in conformity with special provisions covering recently let projects, it is believed that the wording intended is: " . . . . . . between 5% and 7% instead of between 5% and 8% as stated in Article 30-8 of the standard specification." In any event the reference to the standard specification is misquoted.

Bid Item No. 76. Alter Building. The initial work consisting of razing the building is, without doubt, eligible for Federal-Aid participation but eligibility of constructing the proposed new front is so questionable that a Washington office ruling probably must be obtained. Should the Washington office ruling be adverse, as we believe it will, then the entire item would probably revert to non-participating status. It is, therefore, suggested that the item be divided into two items, one for razing, the other for constructing the new front. If this suggestion is followed, participation of the razing item would not be jeopardized by an adverse ruling on the second item.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAR 20 1950
FOR FILING

U.I-306(10)

March 16, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: East Approach to Steel Bridge
UI-306 (10)

Reference is made to your letter of March 8, 1950. We will extend the median strip between the L-N and N-B lanes as requested.

The matter of roadway widths for the city street connections where the N-B and W-B lines cross under the main highway northbound lanes was given very careful study when the design of the project was started. This traffice is two lanes in the same direction. The lane widths are 13 feet and a curb clearance of 1.5 feet is provided on the outside of the curves. On the inside of the curves a clearance of 4.5 feet is provided. It was, and is, our opinion that the widths provided are ample.

The plans for these structures are complete and were submitted to you several weeks ago. The structures are rigid frames with main reinforcing parallel with the upper roadway. An increase in roadway width for the lower roads means longer spans and a complete redesign of the structure. We want to get this project under contract at the April Commission meeting in order to meet the time schedule for the completion of the entire through-way project and redesigning these structures will delay us at least a month. It is important that the project get under way as soon as possible and we ask your approval of the plans as submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gn
cc G. S. Paxson

ASSIGNMENT

March 10, 1950

No. 751

By ____

Description: T. M. Davis' letter of 3-8-50 re previous correspondence and advance plans for Oregon Project UI-306 (10), East Approach to Steel Bridge in Portland

Acknowledged by _____ Referred to __Paxson ________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for ___Williams ______ signature
____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed ______ Report received ______

Remarks: Median strip is ok as per 1st paragraph. Retain copy for your files. WCW

3-17-50 mc

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 8, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence and advance plans for Oregon Project UI-306(10), East Approach to Steel Bridge in Portland.

In a review of the advance plans for this project the recent sketch of the east end of the Steel Bridge submitted with Mr. Williams' letter of February 15th, the shifting of the median and adjustment of the curb line will probably permit the free flow of traffic in both directions. However, we believe the extension of a physical separation to approximately Station 49 should be given serious consideration to minimize a possible conflict between eastbound and westbound traffic. This suggestion has been stressed both by our Western Headquarters and Washington Offices in their review. Since there will be merging traffic in the southbound lanes, with about 40 feet available at Station 47+10 and 33 feet at Station 47+55, we believe there will be a tendency to continue three-lane southbound operation beyond those points by encroaching on the northbound lanes unless physical separation is provided. A separator about twelve inches wide and about four inches high, having a rounded section, would probably be adequate, and would not introduce a hazard in itself. Beyond Station 49 the twelve-inch width of median might be continued by a double stripe.

In addition, our Washington Office review includes the following suggestion that the undercrossing at the intersection of the H-B line be increased in width to provide additional clearances between the edges of pavement and the abutments. On a normal project of this type a clearance of 6 feet between the edge of pavement and abutment on the right and 4-1/2 feet on the left would be no more than adequate. With two 12-foot traffic lanes this would require a right angle span width of at least 34-1/2 feet. In view of the fact that this undercrossing is located on a curve to the left with the high side of the superelevated section on the right, it might be desirable to locate the roadway in the 34-1/2 foot opening to provide the greatest amount of clearance on the inside of curve. A similar condition exists at the undercrossing at the intersection of the W-B line and L-N line.

If the design has not progressed too far to make the changes in structure widths impractical, these should be given earnest consideration.

Please give this your early attention in order that these points may be clarified.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
MAR 10 1950
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
FEB 17 1950
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

U1-366 (10)

February 7, 1950

RECEIVED
FEB - 8 1950
STATE HIGHWAY COMMISSION
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 1, answering ours of January 27, 1950 relative to our suggestion of widening the south side of the east approach to the Steel Bridge Project UI-306(10), Steel Bridge-Broadway Bridge Section of the Pacific Highway.

Apparently you have misconstrued the intent of our suggestion. We are not questioning the roadway width adequacy for west bound traffic and this point was not raised in our letter. What we are concerned about is the 21'[illegible]" width provided for 15,000 ADT of east bound traffic at a point centering at Station L1 50+40. Because of this inadequate width, east bound traffic will unquestionably encroach on west bound lanes with attendant hazard of such movements. The proposed future 1' widening mentioned in your letter is insufficient to materially reduce this hazard. We feel that widening [illegible] to provide a minimum roadway width of [illegible]' for east bound traffic plus such additional width as is required for construction of a barrier between opposing traffic streams is the proper solution to the width inadequacy.

Your cost estimate of $100,000.00 obviously is based on more or less uniform widening over the entire length of the approach span to a width (about [illegible]') which would provide tangent continuation of the curb line from the main bridge. That length and width are unnecessary. Our suggestion contemplated tapered widening only from Station L1 8+76 to B-1 [illegible] and only to the extent of furnishing desirable lane widths. The cost of such widening should not exceed 50% of your estimate and furthermore there is no occasion for lengthening the pedestrian underpass or for additional embankment at the east end of the structure. Required additional width would be a maximum of about [illegible]' at Station L1 [illegible]+40 tapered each way to zero.

We believe this matter to be of sufficient importance to arrange a conference in my office at your convenience.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

RECEIVED
FEB 9 1950
FOR FILING

OREGON DISTRICT

UI-306(10)

File

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 8, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The addition Project UI-306(10), the Broadway Bridge-Steel Bridge unit of the Pacific Highway East as item 15 of the Postwar Federal Aid Urban Highway Program is approved effective January 25, 1950. This action was requested in your letter dated January 11, 1950.

The item will appear on the program as follows:

Item	15
County	Multnomah
Project No.	UI-306(10)
Fed. Route	43
State Route No.	U.S. 99E
Termini	Broadway Bridge-Steel Bridge
Construction Cost:	
Total	700,000
Federal Funds	400,000
State Funds	300,000
Length	0.37 mile
Character of Proposed Work	Grading, draining, 4-lane high type pavement, 4 structures (3 highway separations and railroad overcrossing)

Copy to Probert.

Very truly yours,

T. M. Davis
District Engineer

OR FILING

January 19, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Steel Bridge-Broadway Bridge
Section, F. A. UI-306 (10)

Reference is made to your letter of January 16, 1950 relative to roadway widths on connections from the highway to city streets. The two structures on the "H-B" line and the "Y-B" line are not on the interstate system. The interstate system (Pacific Highway West) is carried by the "L" lines which pass over these two structures. The situation is not comparable to the Broadway Undercrossing which does carry interstate traffic.

We feel that the connections to city streets on this or any other project should be proportioned to the traffic needs. You will note that an additional width of 4'-6", from the face of the curb to the face of the wall, has been provided on the inside of the curves of the lower roadways. This is provided to increase the sight distance. There is no need for such additional width on the outside of the curves. You will also note that the under roadways are 26 feet in width, which is two feet over the minimum 24-foot width for two-lane traffic. The total width between abutment walls is 32 feet. Had we elected to center a 24-foot roadway within this width, your clearance request would have been more than met. We are sure that you will agree that the arrangement shown provides a more serviceable facility than would have been had if we had done so.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
1950
FOR FILING

UI-306(10)

February 1, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Steel Bridge-Broadway Bridge Section
F. A. No. UI 306 (10)

Reference is made to your letter of January 27, suggesting the widening of the south side of the existing east approach to the Steel Bridge in Portland.

The widening of this approach was investigated in the early stages of the preliminary planning of the project and was rejected for several reasons. The Steel Bridge can never be operated as more than a four-lane bridge, two lanes in each direction, because of the drawspan superstructure. This drawspan superstructure comes through the deck at a point 235 feet west of the abutment at Station 48+76.0. The point where the south side of the approach starts to taper in is 26 feet west of the abutment, leaving 209 feet of the wider roadway. At a point 55 feet east of the abutment, the width of the two southerly lanes is 21.74 feet. We intend to redeck this approach in the near future and will reduce the sidewalk width to 5 feet, adding a foot to the roadway. This will give 22'-9" for the two eastbound lanes, which is adequate for two lanes in the same direction.

Westbound traffic from Holladay Street and southbound traffic from the Pacific Highway begin to merge at approximately Station 45+50 and have to Station 47+10, a distance of 160 feet, to reduce to three lanes, and an additional distance of 160 feet to reduce to two lanes. This should be ample for city traffic. A widening on the south side of the structure would be of doubtful value to westbound traffic unless a barrier were installed to force eastbound traffic over and allow another lane for the merging westbound traffic. This lane could only extend a short distance beyond the abutment at Station 48+76.0, as it could not extend onto the drawspan.

We estimate the cost of widening as you suggest at $83,030. This widening would also lengthen the Oregon Street pedestrian undercrossing and necessitate additional embankment east of the bridge end. The total additional cost would be approximately $100,000. The slight benefit to traffic does not warrant this expenditure.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

January 27, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

W. C. WILLIAMS

Dear Sir:

Reference is made to the advance plans for the Steel Bridge-Broadway Bridge Section, proposed Oregon Project UI-306(10).

While no details of the Steel Bridge structure have been received, we wish to call your attention to the narrowing of the approach to Oregon and Williams Avenue, east bound. Greater safety would be provided by increasing the width on the south side of the approach from the bridge abutment opposite Station 48+76.0L to connect at about Station BO 48+31.97. This would eliminate the objectionable kink in the present structure as has apparently been accomplished on the opposite or north side.

A potential hazard appears at the end of the bridge where the indicated 6,700 v.p.d. from the east merges with the 8,600 v.p.d. from the north at the point where the 15,300 v.p.d. from the bridge would begin to separate into eastbound and northbound traffic. It would appear desirable to extend for some distance toward the bridge the physical barrier separating the opposing streams of traffic.

Will you please investigate and comment on these suggestions.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

RECEIVED
JAN - 6 1950
FOR FILING

Ul-306 (10)

January 4, 1950

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention of Mr. L. W. Althof

Gentlemen:

At a conference held January 3, 1950 in your office and attended by Mr. Callahan, Mr. Maysinger and yourself of the Union Pacific Company and Mr. Cooper, Mr. Mayhew and Mr. Paxson of the State Highway Department, prints were left with you from a drawing showing the required right of way, across property owned by your company and property jointly owned by your company and the Southern Pacific Company, for the approaches to the east end of the Steel Bridge in Portland. It was the opinion of those present that Parcels No. 1 and No. 2, as shown on these prints, being jointly owned and held primarily as right of way for the Steel Bridge, were covered by the 1941 agreement between the State and the railroad companies, and that no further easements were necessary. This is in accord with the interpretation of this agreement in connection with the approaches to the west end of the Steel Bridge. This matter is subject to further investigation by your legal department.

Parcel No. 4 is owned solely by the Union Pacific Railroad Company, and an easement for the construction across it is necessary. Since this construction crosses your tracks, the usual construction agreement is advisable. Your office was to prepare this agreement and submit it to the State as soon as possible. Parcels No. 3 and No. 5 are included in the properties covered by the resolution of the City of Portland and are to be acquired by purchase.

The construction agreement necessitated by the easement across Parcel No. 4 should contain the usual provisions, including the furnishing of insurance covering railroad operations. The amounts of insurance are to be the same as furnished on the Tillamook Street-Broadway Bridge Section, namely, $250,000/500,000 for both liability and property damage insurance. The railroad is to be reimbursed for flagman and watchman costs for that portion of the work on Parcel No. 4.

Flagman and watchman costs on Parcels No. 1 and No. 2 are nonreimbursable, being covered by the 1941 agreement in the same way such costs were covered on the project now underway on the west approach.

In connection with the construction on both Parcel No. 1 and Parcel No. 4 there will undoubtedly be some interference with telegraph and signal lines, both aerial and underground. The State will agree to reimburse the railroad companies for necessary costs incurred in connection with revisions to these lines to clear the proposed structure.

This project is scheduled for construction in the near future. Plans are nearing completion, but we are fearful that the preparation and execution of the construction agreement may cause delay. Anything that you can do to expedite the preparation of the agreement will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson
Forrest Cooper
S. N. Mayhew

132-1112 Joseph (Highway & City St.) 1950
332-1701 Project on the Wallowa Lake
Secondary Highway & on McCully
#3403 Ave. & Alder St. In Joseph

RECEIVED
FOR FILING

132-[illegible]
[illegible]
(CONTRACT NO.) 3403

OREGON STATE HIGHWAY DEPARTMENT

(date) Dec. 21, 1951

(EST. NO.)		(CONTRACTOR)
3403	8 & 9 Final	Russell Olson Constr. Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22153	R-30214	$ 1,459.18	Dec. 21, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: July 31, 1951

Time Extensions: Extended to Aug. 11, 1951 without penalty

Completion Date: Aug. 11, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-24-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: A. A. Wicklander
DEC 27 1951

NOTED ON CARD
12-27-51

RECEIVED

FOR FILING

3403

November 28, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3403 for work performed on the Joseph (Highway & City Sts.) Section on the Joseph-Wallowa Lake Secondary Highway in Wallowa County was completed by the contractor, Russell Olson Construction Co., on August 11, 1951 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $1,459.18 will be made to the contractor after acceptance by the Highway Commission. The total contract amount is $46,533.95, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pownall, Taylor & Hays
330 American Bank Bldg.
Portland 5, Oregon

NOTED ON CARD

RECEIVED
NOV 1951
FOR FILING

132 - 1120
[illegible]

[illegible]

November 23, 1951

Russell Olson Construction Co.
Box 272
Pendleton
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 11 days, from July 31 to August 11, 1951, within which to complete your contract No. 3403 covering the Joseph (Highway & City Streets) Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

J. C. Hiatt,
Resident Engineer

H. G. Smith,
Construction Engineer

11-23-51

Mr. [illegible]

These agree with
the extensions as approved
by the Com 11-8

FG

RECEIVED
OCT 1951
FOR FILING

[illegible]
[illegible]
[illegible]

October 29, 1951

Request for extension of time
No. 6
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Russell Olsen Construction Company for an extension of time on Contract No. 3403, Joseph Highway and City Street Project, from July 31, 1951 to August 11, 1951.

The contractor had several State piling projects in the immediate vicinity of Joseph, and it was to his and the State's convenience to complete these prior to the piling on this project.

There was neither inconvenience to the traveling public nor additional cost to the State because of the 11-day overrun. I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

EAP:sh me

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
SEP 20 1951
FOR FILING

132-1112-
332-1701
3403

September 19, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Russell Olson Construction Co. a portion of the funds heretofore retained by the Commission in connection with contract No. 3403, covering grading and surfacing on the Joseph (Highway and City Streets) Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County.

This payment, which is in the amount of $4,810.93, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,394.06. The present payment will be released on or after September 29, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pownall, Taylor & Hays
330 American Bank Bldg.
Portland 5, Oregon

NOTED ON CARD

132-1112
332-1701
3402

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section	Joseph (Highway & City Streets)	For Week Ending	Final No. 16 Aug. 11, 1951
Highway	Joseph-Wallowa Lake Secondary	Kind of work	Grading & Oil Mat Surfacing
Contractor	Russell Olson Constr. Co.	Section prefix	132-1112
Date of contract	Aug. 22, 1950	Contract number	3402
Date work started	Jan. 8, 1951	Date of completion	July 31, 1951
Amount of contract	$ 46,959.00	Estimated date of completion	Aug. 11, 1951
		Per cent of time elapsed	104 %

Estimated cost of completed project, exclusive of engineering . . . $ 47,600.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 3,200.00, %

Date project was completed Aug. 11, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contrary to instructions the contractor applied $\frac{1}{4}$"- 0" rock to first seal of oil mat thru curb section of Main Street on Saturday evening. It was necessary as a result of this action to power broom and pick up 35 yards of $\frac{1}{2}$"- 0" material which was not bound to the mat by Wednesday.

Wednesday afternoon the final seal of emulsified asphalt was applied and covered.

Maintaining was continued thru Saturday.

NOTED
H. W. LIBBY

RECEIVED
AUG 13 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. C. Hiett

Address Enterprise, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.06	1.06		1.06	
Miles partially completed					
Miles completed	1.06	1.06		1.06	
Total estimated quantities	5,300	5,270		1,320	
Estimated quantities moved or placed to date	5,300	5,270		1,320	
Average daily quantities				150	
Average daily quantities necessary to complete project on time				(1 day)	
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				17	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers 5 dump trucks 1 distributor, 1 transport ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair & warm all week		
Thursday			
Friday			
Saturday			

State Printing Dept. 41608

RECEIVED
AUG 9 1951
FOR FILING

FORM E-20 25M 9-50 42286

133-1112
3403

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
August 2, 1951

SUBJECT:

RECEIVED
AUG 8 1951
OFFICE OF
CONSTRUCTION ENGINEER

To: [illegible]
[illegible]
[illegible]
[illegible], Oregon

Dear Sir:

[illegible]

[illegible]

W. C. WILLIAMS

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

E. C. [illegible]

[illegible]

RECEIVED
AUG 3 1951
FOR FILING

[illegible]
[illegible]
[illegible]

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

(30)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA222 SSF556

PR.LGA053 PD=TDLG JOSEPH ORG 1 300P= 1951 AUG 1 PM 3 54

NOTED
W. C. WILLIAMS

W C WILLIAMS=
STATE HIWAY DEPT SALEM ORG=

HELD UP AT JOSEPH WITHOUT CAUSE ANYMORE UNNECESSARY HOLDUPS WILL CAUSE STATE BIDS AS HIGH AS GOVERNMENT BID TRIED TO CALL=

RUSSEL OLSON=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

FORM E-30X 15M 1-40 29024

2-1112

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1950

SUBJECT:

To: Mr. S. H. Probert, Office Engineer
Mr. E. F. Chidsey, Division Engineer

Attached is one unexecuted copy of an agreement between the State Highway Commission and the City of Joseph covering the improvement of McCully Avenue in that city in connection with the $250,000 city allotment project.

Distribution of copies of this agreement is as follows:

City of Joseph	1
Secretary, Highway Commission	1
County and City Relations Dept.	1
Division No. 5	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

Robert H. Prange
By: R. H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

RECEIVED
SEP 28 1950
FOR FILING

133-1112

3403

September 27, 1950

Russell Olson Construction Co.
Box 272
Pendleton
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 3403, covering the Joseph (Highway and City Streets) Section of the Joseph-Wallowa Lake Secondary Highway and City Streets of Joseph, Wallowa County, awarded August 22, 1950.

Contract No. 3406, covering the Burns (W. Fillmore St.) City Street Section in Harney County, awarded August 31, 1950.

We are also mailing executed copies of the above contracts to the sureties on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
AUG
FOR FILING

132-M[illegible]

3403

August 25, 1950

Russell Olsom Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on August 22nd awarded you Contract No. 3403 for grading, surfacing and oiling on the Joseph (Highway and City Street) Project on the Wallowa Lake Secondary Highway and on McCully Avenue and Alder Street in Joseph, Wallowa County. This award was based on your low bid of $46,959.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

20

SUMMARY OF BIDS RECEIVED

Project Joseph Section F. A. Project No.

Highway Wallowa Lake Secondary Engineer's Estimate 48018.50

County Wallowa Date Bids Received Aug 22 1950

Name and Address of Bidder	Amount of Bid
1. Russell [illegible]	
[illegible]	$12,930.00
12½%	1616.25
	$14,546.25
Survey	400.00
[illegible]	$14,956.25

Authorization

1. Contract amount $
2. Anticipated Add. items:

none

State force landscaping

Subtotal, Items 1 to 2 $

3. Cont. & Engr. (10%)

Subtotal, Items 1 to 3 $

4. Credit for maint. rock

Net authorization, Constr. $

5. Rights of way —
6. Survey 1500—

Net authorization, Constr. + R. of W. and Survey $

Engineer's Recommendation

Contract #3403
Russell [illegible] Constr. Co
Completed by 7/31/51

Asst. State Highway Engineer

1 [illegible]

[illegible] B.C. $12,930.00

[illegible] 1616.25

$14,546.25

Survey 400.00

[illegible] $14,956.25

Authorization	
1. Contract amount	$
2. Anticipated Add. items:	
none	
State force landscaping	
Subtotal, Items 1 to 2	$
3. Cont. & Engr. (10%)	
Subtotal, Items 1 to 3	$
4. Credit for maint. rock	
Net authorization, Constr.	$
5. Rights of way	—
6. Survey	1500—
Net authorization, Constr. R. of W. and Survey	$

Additional contracts required:

Expected ultimate cost $

Engineer's Recommendation

Contract #3403
Russell Constr. Co.
Completed by 7/31/51

Asst. State Highway Engineer

State Highway Engineer

District Engineer, P. R. A.

FORM E-128X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 19, 1950

Anna Forp, City Recorder
City Hall
Joseph, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Joseph covering the improvement of McCully Ave. from Main Street to easterly city boundary, Alder Street from Main Street westerly to Railroad tracks, a combined distance of approximately 0.50 mile, in connection with the $250,000 city allotment project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

cc - John W. Cattrall ✓

P. S.

The original of this agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 19 1950

Form cc-50
Special City Allotment

3-29-50.

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Joseph, Oregon is an incorporated city of the State of Oregon, and has a population of 593, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, to-wit; McCully Avenue east from Main Street for a distance of approximately .36 miles, and Alder Street west from Main Street for a distance of approximately .30 miles are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, McCully Avenue east from Main Street for a distance of approximately .36 miles, and Alder Street west from ManinStreet for a distance of approximately .30 miles are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Joseph, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate the Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 29th. day of March, 1950.

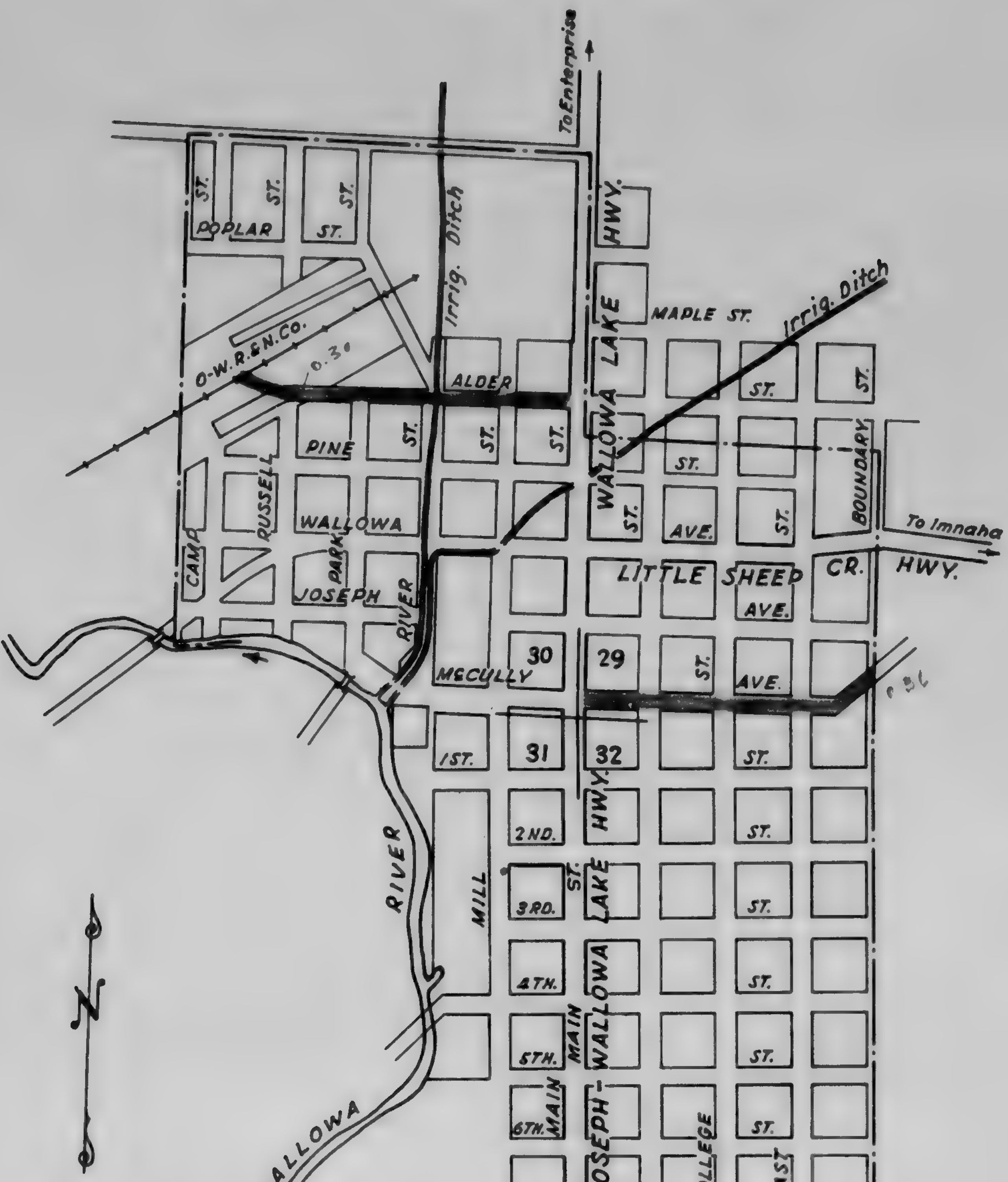
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Joseph at a [redacted] special meeting of said council, held on the 29th day of March, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 30th. day of March, 1950.

City Recorder


To Enterprise
ST.
ST.
ST.
POPLAR
ST.
WALLOWA LAKE HWY.
Irrig. Ditch
MAPLE ST.
Irrig. Ditch
O-W.R.&N.Co.
0.30
ALDER
ST.
ST.
PINE
ST.
ST.
ST.
ST.
BOUNDARY
CAMP
RUSSELL
WALLOWA
PARK
ST.
AVE.
ST.
To Imnaha
JOSEPH
RIVER
LITTLE SHEEP CR. HWY.
AVE.
30
29
McCULLY
ST.
AVE.
0.36
1ST.
31
32
ST.
2ND.
HWY.
ST.
ST.
MILL
LAKE
3RD.
ST.
RIVER
4TH.
WALLOWA
ST.
MAIN
5TH.
ST.
6TH.
MAIN
JOSEPH-
COLLEGE
ST.
7TH.
EAST
ST.
WALLOWA
City Limits
8TH.
ST.
ENGLESIDE AVE.
9TH.
ST.
LAKE
10TH.
ST.
To Wallowa Lake
N

JOSEPH

Scale 1" = 800'

35-3406 Mitchell Maintenance Building 1950
#3404

RECEIVED
7 1951
FOR FILING

34- 3400

OREGON STATE HIGHWAY COMMISSION

(date)
Feb. 5, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3404	3-final	Gilbert Roberts	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1417	R-9210	$842.63	2/2/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:
Time Extensions: Dec. 31, 1950
Completion Date: None required
Date Accepted: Dec. 5, 1950
Penalties: Dec. 19, 1950
Claims: None of record
Remarks: None of record

Date:
2-6-51
To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
[illegible] 10 1951
FOR FILING

35-3406

3404

January 9, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3404, covering construction of maintenance building at Mitchell, Wheeler County, has been completed by the contractor, Gilbert Roberts, and that final payment in the amount of $842.63 will be made on or after January 19, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information the total contract amount is $4644.75 and no force account work was performed on the job. This contract was completed on December 5 and accepted by the Commission on December 19, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
SEP 26 1950
FOR FILING

35-3404

3404

September 25, 1950

Mr. Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Mr. Roberts:

We have your letter of September 21 in which you inquire as to the whereabouts of Contract 3404 on the maintenance building at Mitchell and concerning final payment on Contract 3327 for the Dimmick Park Latrine.

For a period of about two weeks we have been able to secure the signature of only one commissioner. The other commissioners have returned to the state over the past weekend, and the second necessary signature is being secured today.

The final payment on Contract 3327 and your copy of Contract 3404 should be in your hands within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Route 2 Box 170
Hood River Ore.
Sept. 21/50

Ore. State Highway Comm.
Salem Ore.

Dear Sir:

Some weeks ago I was awarded contract #3404. Maintenance bldg at Mitchel. I signed the contract & the bonding company signed it and sent it on to the your office to date I have not received my copy back. Kindly look into this matter.

Also, I have as of today not received final payment on the (3327)→ Dimmick Park Latrine Hood River County completed July 31

Kindly check into this delay.

Sincerely yours,

Gilbert Roberts

No. 13152

REFERRED TO
BY SECRETARY

RECEIVED
SEP 27 1950
FOR FILING

[illegible]
3404

September 26,1950

Mr. Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3404 which was awarded to you on August 22, 1950 by the State Highway Commission, covering construction of maintenance building at Mitchell in Wheeler County.

We are also sending a fully executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded [illegible]

RECEIVED
AUG [illegible]
FOR FILING

35-2406

3404

August 25, 1950

Gilbert Roberts, Contractor
Route 2, Box 116A
Hood River, Oregon

Dear Mr. Roberts:

The State Highway Commission on August 22nd awarded you Contract No. 3404 for construction of a masonry block maintenance building at Mitchell, in Wheeler County. This award was based on your low bid of $4,685.00.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

Salem, Oregon
June 26, 1950

Mr. I. A. De France

Attached is a yellow copy of a rough draft of a letter to the Commission, relative to the construction and financing of buildings at Flora, Prineville and Mitchell. This was started with one building at Flora, with several subsequent additions thereto. The letter report to the Commission has been revised and simplified from the above.

At any rate, you will notice from the pencil notations we are asking for $15,000 in addition to the $23,000 first mentioned to finance Flora, Mitchell, and Prineville. Therefore, you have approval at this writing to proceed with extensions at Prineville and Mitchell, limited to $8,000. This latter amount is a part of and included in the $23,000 in the approved budget for Ochoco Summit Station.

W. W. Stiffler

WWS:er

Encl.

RECEIVED
FOR FILING

C
O
P
Y

Salem, Oregon
May 31, 1950

Mr. G. S. Paxson

The next public meeting by the Highway Commission wherein bids for construction projects will be considered is July 10-11. However, the Commission contemplate an auxiliary meeting during the month of June, for which no date has been set.

Included in our 1950 budget we have $23,000for the construction of an equipment storage headquarters at the summit of the Ochoco Highway (new route) between Mitchell and Prineville,and to cover the moving of four cabins from our present headquarters to the new.

Mr. Chandler and Mr. Collier believe that it will not be necessary to establish a headquarters at the summit, but prefer to increase our storage facilities at both Mitchell and Prineville to take care of additional equipment.

Mr. De France has recommended that the Prineville maintenance building be extended with two additional storage bays, and that the Mitchell building be extended 32 feet on the long axis (doors in each end) for a total estimated cost of $10,000.

Before referring this issue to the Commission, we would like to have your confirmation of the estimated cost of both projects.

An early reply would be appreciated.

W. W. Stiffler

WWS:ER

RECEIVED

FOR FILING

[illegible]-3406

3404

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1950

COPY

SUBJECT: Ochoco Summit Maintenance Headquarters

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

In the 1950 Maintenance Station Improvement Budget, there was an item covering the construction of a standard maintenance station at Ochoco Summit adjacent to the newly constructed highway in the amount of $15,000, and a second item covering the construction of one new house and the moving of four cabins from the old maintenance station - $8,000.

Since the budget was prepared, the matter has been given considerable study and it now appears that it will be possible and economical to eliminate the Ochoco Summit maintenance crew and divide the new section between the Prineville and Mitchell section crews.

This plan would permit us to concel bothe of the Building Improvement items listed above; however, we anticipate that additional equipment and additional men would be needed at Prineville & Mitchell. As a tentative plan, it appears that two additional bays should be added to the maintenance station at Prineville, likewise our building at Mitchell should be extended 32 feet, providing storage space for two additional trucks at each station. We estimate that the construction of this additional storage space plus adjustments in driveways and grounds will cost approximately $10,000. May we have authority to proceed with the preparation of plans for these two building extensions so that bods may be called for construction at the next Highway Commission meeting.

7-3404

Very truly yours,

/s/ I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

S-40(3) Pudding River-Silverton Co. 1950
Rd., About 12 miles N.E.
#3405

Salem, Oregon May 19, 1953

STATE OF OREGON

To Southern Pacific Co., 65 Market St., San Francisco 5, California, Dr.

Project Pudding River-Silverton Section

Highway Comm. Agreement No. RR371

Sub-Division No.

Ry. Company's Agreement No. Audit 865[illegible]9

Estimate No. 2 Final

Period Covered Entire Job

Prefix & Acct. No. 224-1037

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 424041	8,240.77	8,240.77	

Purpose of this estimate is to release retained percentage held on previous billing.

Final audit report of Bureau of Public Roads shows no deductions from railroad billing.

	Total Amount To Date	Previous Amount	Present Amount
Totals	8,240.77	8,240.77	-
Retained No %	-	824.08	824.08
Total Payments	8,240.77	7,416.69	824.08

Pay This Estimate $ 824.08

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

R. Gardner
Bridge Office Engineer

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 31, 1952

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson

Gentlemen:

This is in answer to your inquiry of December 23 regarding your bill for flashing-light signals at Silverton. This bill is in the hands of the Bureau of Public Roads for final audit. We should receive their final audit report sometime within the next 90 days.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

cc W. C. Williams
[illegible] Gardner

RECEIVED
JAN - 2 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 13, 1952

Southern Pacific Company
65 Market Street
San Francisco 5
California

Attention: Mr. George Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Re: Bill No. 424041

This is in answer to your inquiry of October 7 concerning the above bill. This bill will be a part of our final statement of cost on the Silverton Job to the Bureau of Public Roads. This final statement has not been made up as yet, but it will be within the next 60 days. We will advise you as soon as we have a reply to the Bureau of Public Roads audit on the job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG:aa

cc C. A. Gardner

RECEIVED
OCT 13 1952
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

Salem, Oregon May 2, 1952

STATE OF OREGON

To Southern Pacific Company, Dr.
65 Market Street
San Francisco 5, Calif.

Project Pudding River
Silverton

Highway Comm. Agreement No. 10371

Sub-Division No.

Ry. Company's Agreement No. Audit 86559

Estimate No. 1

Period Covered Entire Job

Prefix & Acct. No. 224-1037 - 284 ?

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 424041	8240.77	-0-	8,240.77
Totals	8240.77	-0-	8,240.77
Retained 10 %	824.08	-0-	824.08
Total Payments	7416.69	-0-	7,416.69

Pay This Estimate $7,416.69

Computed by ____________ Checked by _____

Approved Field Engr. ________________

Previous Voucher No. ________________

Approved:

Gardner

Bridge Office Engineer

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 424041
Quote above number when remitting

Month's Account

Dept. No.

Date Made APR 9 1952 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

[illegible]

[illegible]

APPROVED April 24, 1952
PERSON IN CHARGE
TRAFFIC ENGR.
PREFIX

DISTRIBUTION:

[illegible]

C. W. Sheppard [illegible]

For further information address
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

424041 1
Portland Division J-267

State of Oregon

Engineering - Inspection

June 1951 - Engr. Insp. ($375.00/168)		16 hr. @	2.2321	$ 35.71	
July " " " ($375.00/168)		28 "	2.2321	62.50	
Aug. " " " ($375.00/184)		48 "	2.0380	97.82	
Sept. " " " ($375.00/152)		20 "	2.4671	49.34	
Oct. " " " ($375.00/184)		8 "	2.0380	16.30	
				261.67	
Vacation Allowance	261.67		3.00 C	7.85	
Railroad Retirement and Unemployment Compensation Taxes	269.52		6.25 C	16.85	
Workmen's Compensation Insurance	269.52		3.00 C	8.09	
Public Liability and Property Damage Insurance	269.52		1.00 C	[illegible]	$ [illegible]

Personal Expense

June 1951 - L. F. Res. Engr. Insp.	3 meals	4.22	
July " " " " "	6 "	7.40	
Aug. " " " " "	9 "	10.75	
Sept. " " " " "	2 "	2.00	
Oct. " " " " "	1 "	[illegible]	25.52

Employees Automobile

June 1951 - L. F. Res.	60 Miles	.07	4.2[illegible]	
July " " "	94 "	.07	[illegible]	
Aug. " " "	[illegible] "	.07	[illegible]	[illegible]2.45

Total Engineering - Inspection	$ 346.1[illegible]

42404½

J 267

State of Oregon

Portland Division

Shift Spur Track

June 1951 - Sec No 56 - Foreman ($285 50/168)	104 hr	@ 1 6994	$ 176 [illegible]	
June 1951 - Sec No. 56 -Foreman (Overtime)	1 hr	2 53	[illegible]	
" " " " " Laborer	280 "	1 407	[illegible]	
" " " " " " (Overtime)	3 "	2 11	6 33	
" " Ex. 23 - Foreman($303 [illegible]/168)	16 "	1 806[illegible]	28 90	
" " " " Laborers	448 "	1 40[illegible]	630 34	
" " " " Truck Driver	18 "	1 4[illegible]	26 54	
" " Weld No. 71 - Welder	18 "	1 6[illegible]	29 81	
" " " " " " Helper	18 "	1 5[illegible]	2[illegible]	
July " Sec No 56 - Foreman ($[illegible] 19/168)	48 "	1 7[illegible]	82 06	
" " " No 56 - Laborer	1[illegible] "	1 417	[illegible]	
			1 606 27	
Vacation Allowance	1 597.41	3.00 %	47 92	
Railroad Retirement and Unemployment Compensation Taxes	1,654.19	6.25 %	103 39	
Workmen's Compensation Insurance	1 654.19	3.00 %	49.63	
Public Liability and Property Damage Insurance	1 654.19	1.[illegible] %	[illegible]	$ 1,823.75

Equipment Operation

June 1951 - Ex. No 23 [illegible]	[illegible]	[illegible]	3 60

Light and Sundry Repairs

June 1951 - Sec No 56 - Motor Car	104 hr	.07	7 28	
" " Ex. " 23 - 1 [illegible]	16 "	.0[illegible]	1 [illegible]	
" " Weld " 71 - 2 " "	32 "	.0[illegible]	[illegible]	
" " " " " - 1 Power Gen	[illegible] "	.34	5 44	
" " " " " - 1 " Drill	16 "	.34	5 44	
" " " " " - 1 " Grinder	16 "	.34	5 44	
July " Sec. No 56 Motor Car	48 "	[illegible]	[illegible]	31 81

Portland Division J-267

State of Oregon

Depreciation

June 1951 - Sec. No. 56 - Motor Car	13 days @	.18	$	2.34	
" " Ex. " 23 - 1 Outfit Cars	2 "	.24		.48	
" " Weld No. 71 2 " "	4 "	.24		.96	
" " " " " 1 Power Saw	2 "	.29		.58	
" " " " " 1 " Drill	2 "	.29		.58	
" " " " " 1 " Grinder	2 "	.29		.58	
July " Sec. No. 56 - Motor Car	6 "	.18		[illegible]	$ 6.60

Outside Rental

June 1951 - Truck	2 days	2.00	4.00

Equipment Supplies

June 1951 - Sec. No. 56 - Gasoline for Motor Car	13 gal.	17.15 C	2.23	
" " " No. 56 - Oil for Motor Car	5 1/2 pts	.44 gal	.30	
July " " No. 56 - Gasoline for Motor Car	6 gal.	17.15 C	1.03	
" " " No. 56 - Oil for Motor Car	2 pts	.44 gal	.11	
Handling Cost	3.[illegible]	5.00 C		3.92

Material

A - Ballast - Crushed Gravel		[illegible]	C.Y.	[illegible] C.Y.	101.60	
A - " River Run		70	"	.90 "	63.00	
Crossties 6 x 8 Creo.	SH	22	ea.	.50 ea.	11.00	
B.C " " "		125	"	262.15 C	327.69	
F - Rail 90# 362	SH	10,860	lb.	20.00 NT	108.60	
F - Angle Bars 90#	"	26	ea.	.50 ea.	13.00	
D - Bolts 7/8" x 5-1/8"		48	"	15.66 C	7.52	
E - Nutlocks		48	"	6.67 C	3.20	
F - Tieplates	SH	222	"	.11 ea.	24.42	
D - Spikes		[illegible]	"	5.25 C	[illegible]	694.65
Handling Cost		[illegible]		5.00 C		18.30

424041 4

Portland Division J. 267

State of Oregon

Freight	Ton	Mile	Ton Mile		
A - Independence to Silverton	209.000	30.2	6,311.80		
B - Salem to Eugene	6.625	70.9	469.71		
C - Eugene to Silverton	7.625	85.7	653.46		
D - Ogden " "	.260	1,065.4	277.00		
E - El Paso " "	.007	1,867.7	13.07		
F - Brooklyn" "	7.529	40.0	301.16		
			8,026.20	.01 TM	$ 80.26

Total Shift Spur Track	2,666.69

Shift Spur Track - Work Train						
June 1951 - Engineer Overtime		1 hr. 15 min. @	2.604	$ 3.26	
" " - Fireman "		1 " 15 "	2.2256	2.78	
" " - Conductor "		1 " 15 "	2.46	3.08	
" " - Brakeman "	(3)	3 " 45 "	2.47	9.26	
				18.38	
Vacation Allowance		—		—	
Railroad Retirement and Unemployment Compensation Taxes		18.38	6.25 C	1.15	
Workmen's Compensation Insurance		18.38	3.00 C	.55	
Public Liability and Property Damage Insurance		18.38	1.00 C	.18	20.26

Equipment Operation					
June 1951 - Engine No. 5114		6 mi.	1.034		6.20

Light and Running Repairs					
June 1951 - Engine No. 5114		6 mi.	.50	3.00	
" " - Ballast Cars	(4)	5 hr.	[illegible]	.49	3.49

Depreciation				
June 1951 - Engine No 5114	1 day	5.76	5.76	
" " - Ballast Cars	4 "	.24	.96	6.72
Total - Work Train				$ 36.67

124041 5

J. 267

State of Oregon

Portland Division

Install Guard Rail

July 1951 - Sec. No. 56 Foreman ($287.19/168)	40 hr.	@ 1.7095	$ 68.38	
July 1951 - Sec. No. 56 - Foreman Overtime	1/2 hr.	2.54	1.27	
July 1951 - Sec. No. 56 - Laborers	104 hr	1.417	147.37	
" " " " " Overtime	1 "	2.13	2.13	
" " Weld. No. 71 - Welder	40 "	1.873	74.92	
" " " " " " Helper	40 "	1.573	62.92	
Aug. " Sec. No. 56 Foreman ($287.19/184)	8 "	1.5608	12.49	
" " Sec. No. 56 - Laborers	24 "	1.417	34.01	
" " Weld. No. 71 - Welder	8 "	1.873	14.98	
" " " " " " Helper	8 "	1.573	12.58	
			431.05	
Vacation Allowance	427.65	3.00 C	12.83	
Railroad Retirement and Unemployment Compensation Taxes	443.88	6.25 C	27.74	
Workmen's Compensation Insurance	443.88	3.00 C	13.32	
Public Liability and Property Damage Insurance	443.88	1.00 C	4.44	$ 489.38

Light and Running Repairs

July 1951 - Sec. No. 56 - Motor Car	40 hr.	.07	2.80	
" " - Weld No 71 2 Outfit Cars	112 "	.097	10.86	
" " - " " " Welder	40 "	.12	4.80	
" " - " " " 1 Power Saw	40 "	.34	13.60	
" " - " " " 1 " Drill	40 "	.34	13.60	
" " - " " " 1 " Grinder	40 "	.34	13.60	
Aug. " - Sec. No. 56 - Motor Car	8 "	.07	.56	
" " - Weld. No. 71 - 2 Outfit Cars	16 "	.097	1.55	
" " - " " " Welder	8 "	.12	.96	
" " - " " " 1 Power Saw	8 "	.34	2.72	
" " - " " " 1 Power Drill	8 "	.34	2.72	
" " - " " " 1 " Grinder	8 "	.34	2.72	70.49

State of Oregon

Depreciation

July 1951	- Sec. No. 56	- Motor Car	5 days @	.18	$ .90	
" "	Weld. No. 71	- 2 Outfit Cars	14 "	.24	3.36	
" "	" " "	- Welder	5 "	.34	1.70	
" "	" " "	- 1 Power Saw	5 "	.29	1.45	
" "	" " "	- 1 " Drill	5 "	.29	1.45	
" "	" " "	1 " Grinder	5 "	.29	1.45	
Aug "	Sec. No. 56	Motor Car	1 "	.18	.18	
" "	- Weld. No. 71	2 Outfit Cars	2 "	.24	.48	
" "	" " "	Welder	1 "	.34	.34	
" "	" " "	1 Power Saw	1 "	.29	.29	
" "	" " "	1 " Drill	1 "	.29	.29	
" "	" " "	1 " Grinder	1 "	.29	.29	$ 12.18

Supplies

July 1951	- Weld. No. 71	- Welding Rods	5 lbs.	26.61 C lb	1.33	
" "	" " "	" "	10 "	19.48 " "	1.95	
" "	" " "	Oxygen	244 cu.ft.	.77 C cu ft	1.88	
" "	" " "	- Acetylene	254 " "	2.05 " "	5.21	
" "	- Sec. No 56	- Gasoline for Motor Car	5 gal.	17.15 C	.86	
" "	" " "	Oil for Motor Car	2 1/2 pts.	.44 gal	.14	
" "	- Weld No 71	Gasoline for Welder	25 gal.	17.15 C	4.29	
" "	" " "	Oil for Welder	5 qts.	.44 gal	.55	
Aug. "	- Sec No. 56	- Gasoline for Motor Car	1 gal.	17.15 C	.17	
" "	" " "	Oil for Motor Car	1/2 pt.	.44 gal	.03	
" "	- Weld No. 71	- Gasoline for Welder	5 gal	17.15 C	.86	
" "	" " "	Oil for Welder	1 qt.	.44 gal	.11	
			17.38	5.00 C	.87	18.25

Outside Rental

July 1951	- Truck	5 days	2.00 day	10.00	
Aug "	"	1 "	2.00 "	2.00	12.00

7

State of Oregon | Portland Division | J-267

Material

A - Flange Rail 61 1/2#	180 SH	3,690 Lb	@	15.00 NT	$ 27.68		
A - " " 50#	141 "	2,350 "		15.00 "	17.63		
B - Rail Chairs 62/112#		39 ea.		1.86 ea	72.54		
B - " " 50/90#		32 ea.		1.86 ea.	59.52		
B - " Braces		78 ea.		.44 ea.	34.32		
B - " "		64 ea.		.44 ea	28.16		
A - Strap Iron 1/2" x 1"	320	544 lbs		6.92 C lb	37.64	$	277.49
Handling Cost		232.18		5.00 C			11.61

Freight

	Ton	Mile	Ton Mile		
A- Brooklyn to Silverton	3.292	40.0	131.68		
B- Sacramento " "	2.013	613.5	1,234.98		
			1,366.66	.01 TM	13.67

Total Install Guard Rail 905.07

Checking Signal Installation

Sept. 1951 - Asst. Engineer ([illegible] 00/152)	12 hr	@ 3.1908	38.29		
Vacation Allowance	38.29	3.00 C	1.15		
Railroad Retirement and Unemployment Compensation Taxes	39.44	6.25 C	2.47		
Workmen's Compensation Insurance	39.44	3.00 C	1.18		
Public Liability and Property Damage Insurance	39.44	1.00 C	[illegible]		43.48

Personal Expense

A. R. Wolford Asst. Engr.	4 meals	7.06	
" " " "	1 Lodging	5.65	
" " " "	1 Bus	1.45	14.16

Total Checking Signal Installation $ 57.64

Portland Division

State of Oregon

Install Flashing Light Signal				
June - 1951 - Sig. No.4 - Foreman ($413.32/168)	8 hr. @	2.4602	$ 19.68	
" " Sig. No.4 Lead Signalman	8 "	1.971	15.77	
" " " " " Signalman	8 "	1.911	15.29	
" " " " " Asst. Signalman	8 "	1.683	13.46	
" " " " " " "	8 "	1.659	13.27	
" " " " " " "	16 "	1.611	25.78	
Aug. " " 3 - Foreman ($415.41/184)	72 "	2.2577	162.55	
" " " No.3 - Lead Signalman	72 "	1.981	142.63	
" " " " " - Signalman	200 "	1.921	384.20	
" " " " " - Asst. Signalman	64 "	1.813	116.03	
" " " " " - " "	64 "	1.717	109.89	
" " " " " - " "	134 "	1.669	223.65	
" " " " " - " "	64 "	1.645	105.28	
" " Elec. Dept. Electrician ($403.02/184)	13 "	2.1903	28.47	
" " " Dept. Electrician ($393.52/184)	13 "	2.1387	27.80	
			1,403.75	
Vacation Allowance	1,403.75	3.00 %	42.11	
Railroad Retirement and Unemployment Compensation Taxes	1,445.86	6.25 %	90.37	
Workmen's Compensation Insurance	1,445.86	3.00 %	43.38	
Public Liability and Property Damage Insurance	1,445.86	1.00	14.46	$ 1,594.07
Personal Expense				
Aug. 1951 - R.W. Smith Elec.	1 meal		.80	
" " L.C. " "	1 "		.80	1.60
Equipment Operation				
June 1951 - Sig. No.4 Truck 1-8	95 mi.	.05	4.75	
Aug. " " " 3 " P.9	465 "	.05	23.25	
" " Elec. Dept. " F.64	157 "	.05	7.85	35.85

State of Oregon

Light and Running Repairs

June 1951 - Sig. No. 4 - 2 Outfit Cars	16 hr. @	.097	$ 1.55		
Aug. " " " 3 - 5 " "	520 "	.097	50.44	$	51.99

Depreciation

June 1951 - Sign. No 4 - 2 Outfit Cars	2 days	.24	.48	
Aug. " " " 3 - 5 " "	65 "	.24	15.60	16.08

Material

A - Arrestors, Lt. Premier #2	5	ea.	1.19	ea.	5.95
A - Batteries, Edison S-502	12	"	4.58	"	54.96
A - " " B - 2	6	"	16.25	"	97.50
A - Bottlegs, Style U	8	"	4.83	"	38.64
A - " " "	4	"	4.85	"	19.40
C - Boxes, Battery 4 cell conc.	5	"	5.47	"	27.35
A - Blocks, Muti - Unit Terminal	2	"	1.43	"	2.86
" , porcelain	2	"	.23	"	.46
Bolts, C.I. U	6	"	.49	"	2.94
A - Bonds, 48" S-1	21	"	.53	"	11.13
A - " 15' S-1	4	"	1.96	"	7.84
C - Cable, #10 A.W.G. 1 condr. ins.	2,650	ft.	.07	ft.	185.50
" , outlet	1	ea.	3.60	ea.	3.60
Connectors, 3 screw battery	3	ea.	.27	"	.81
A - " , Track 3'	12	ea.	.32	"	3.84
A - " , " 9'	12	ea.	.97	"	11.64
C - Covers, battery box	5	ea.	3.48	"	17.40
A - Case, inst. steel	1	ea.	248.17	"	248.17
B - Conduit, 1-1/2" rigid iron	200	ft.	.36	ft.	72.00
B - " 3/4" " "	13	"	.16	"	2.08
Condulet, 3/4	2	ea.	.43	ea.	.86
Bodies	1	"	.46		.46
E - Cement	2	sks.	.865	sk.	1.73
B - Elbows, 1-1/2"	12	ea.	.85	ea.	10.20
C - Foundation, Flashing light pre-cast	2	ea.	26.60	"	53.20
C - " , end piers " "	2	ea.	4.43	"	8.86
C - " , cable well " "	1	ea.	3.73	"	3.73
D - Guards, Hiway X-ing [illegible]	2	ea.	14.73	"	29.46
Ground Rod 8'	[illegible]	[illegible]	[illegible]	"	1.90
" " Fitting	[illegible]	[illegible]	[illegible]	"	.62
C - Joints, [illegible] ins.	[illegible]	[illegible]	[illegible]	"	[illegible]
Lamps, 8 volt	[illegible]	[illegible]	[illegible]	"	.80

	Loom	3	ft. @	.15	ft.	$ .45
C -	Moulding, wood 6' 0"	6	ea.	.56	ea	3.36
C	" " 2' 0"	2	ea	.23	ea	.46
	Meter, Base 3/4"	1	ea.	2.75	ea	2.75
A -	Padlocks	6	ea.	.83	ea	4.98
F -	Plates, Abrasion	12	ea.	.72	ea.	8.64
A -	Protectors, Bond Wire	12	ea.	.06	ea	.72
D -	Pole Steps, G I	2	ea.	.98	ea	1.96
D -	" " " single	6	ea.	.64	ea	3.84
	Plugs, fuse 20 amp.	2	ea.	.05	ea	.10
B -	Pipe, 1-1/2" G I	200	ft.	31.75	C ft.	63.50
A -	Pins, Channel	414	ea.	.01	ea	4.14
H&G -	Pole, Creo. 25'	1	"	7.69	ea	7.69
C -	Racks, battery	5	"	1.15	"	5.75
A -	Relays, DN-11 6F 2B 500 ohm	1	"	69.17	"	69.17
A -	" " 4F 2B 4 "	1	"	56.93	"	56.93
A	" DX-12 4 "	1	"	101.64	"	101.64
A	" FN-16 Flasher 200 "	1	"	91.49	"	91.49
A -	" ABL-30	1	"	18.41	"	18.41
A	Resistance Unit, adj. 150 "	1	"	1.84	"	1.84
A -	" " " .3 "	5	"	1.35	"	6.75
A -	" " fixed 3 "	1	"	2.61	"	2.61
A -	Rectifier, RX-11	1	"	42.00	"	42.00
A -	Signal, Hiway Xing sign, gong, adapter, comb. base and jct. box and signal precision lamps	2	"	233.50	"	467.00
	Switch, entrance 30 amp.	1	"	5.74	"	5.74
	" D.P.S.T. knife	1	"	.34	"	.34
	Terminal, EZ Test	1	"	.37	"	.37
A -	Transformer #-10	1	"	30.50	"	30.50
	Terminals, Bakelite	14	"	.32	"	4.48
C -	Trunking, A	6	ft.	.09	ft	.54
C -	" cover A	7	"	.05	"	.35
	Tape, fibre marking	150	ea.	2.40	M	.36
	Tape, friction	1/2	lb.	.74	lb.	.37
	" rubber	1/2	"	.84	"	.42
B -	Unions, 1 1/2"	6	ea.	.85	ea.	5.10
C -	Wire, #14 AWG 19 str. single condr.	513	ft.	.02	ft.	10.26
C -	" #6 " " "	1 370	ft.	.07	"	95.90
	" 10 TW Copper black	15	ft.	24.60	M	.37
	" 10 TW " white	15	ft.	24.31	M	.36

State of Oregon   Portland Division

Wire Bond #8 Copper	4 [illegible]	15 [illegible]	$ .52	
H - Wire " #8 Iron	[illegible] "	05 "	[illegible]	$ 2,[illegible] 78
Handling Costs - Stores and Material				
Yards	$ [illegible] 78	[illegible]		10[illegible] 19

Freight	Ton	Mile	Ton Mile		
H - El Paso to job via Oak	.671	1 [illegible]	[illegible]		
B - San Francisco job via Oak	[illegible]	[illegible]	[illegible]		
C - West Oakland to job	4.319	[illegible]	[illegible]		
D - Sacramento " "	.702	[illegible]	[illegible]		
E - Permanente " " via Oak	.095	[illegible]	[illegible]		
F - Ogden " "	.076	1 06[illegible]	[illegible]		
G - Salem to Eugene	[illegible]	[illegible]	[illegible]		
H - Eugene to Silverton	[illegible]	[illegible]	[illegible]		
			[illegible]	[illegible]	$ 70.92

Material Released				
Joints 90#	16 Jt.	2.00 Jt.	32.00 Cr.	
Tieplates	12 ea.	.72 ea.	8.64 "	40.64 Cr.

Total Install Flashing Light Signals $ 4,022.84 ✓

42404 B2

Portland Division J-267

State of Oregon

Telegraph Work				
May 1951 - Lineman ($391.43/176)	8 hr	@ 2.2240	$ 17.79	
" " " ($391.43/176)	6 3/4 "	2.2240	15.01	
" " Extra Lineman ($381.69/176)	8 "	2.1687	17.35	
			50.15	
Vacation Allowance	50.15	3.00 %	1.50	
Railroad Retirement and				
Unemployment Compensation Taxes	51.65	6.25 %	3.23	
Workmen's Compensation Insurance	51.65	3.00 %	1.55	
Public Liability and				
Property Damage Insurance	51.65	1.00 %	.52	$ 56.95
Personal Expense				
May 1951 - Van Dyke	1 meal		1.25	
" " Harbaugh	1 "		1.25	
" " White	1 "		1.25	3.75
Equipment Operation				
May 1951 - Truck	109 mi	.05		5.45
Material Installed				
Poles R.W.C. [illegible] (W.U. Tel. Co.)	[illegible]	@ [illegible]	[illegible]	
Brackets wood " " " "	4 [illegible]	[illegible]	[illegible]	
Insulators [illegible] " " " "	4 [illegible]	[illegible]	[illegible]	77.24
Material Released				
Pole [illegible]	1)			
" Std. [illegible]	1)	[illegible]		77.0[illegible]
Total Telegraph Work				$ [illegible]

Portland Division

State of Oregon

Accounting (Cost of Billing)				
Jan. 1952 - Engr. Acct. ($[illegible]/176)	[illegible] hrs. @ $ 2.[illegible]	$ [illegible].37		
Feb. " " " ($399.00/[illegible])	[illegible] "	2.4[illegible]	19.75	
Mar. " " " ($[illegible]/[illegible])	[illegible] "	2.3[illegible]	[illegible].92	
			109.94	
Vacation Allowance	109.94	[illegible] %	5.30	
Railroad Retirement and				
Unemployment Compensation Taxes	109.94	[illegible] %	6.87	
Workmen's Compensation Insurance	109.94	[illegible] %	2.30	
Public Liability and				
Property Damage Insurance	109.94	1.00 %	1.10	$ 121.21
Total Accounting (Cost of Billing				121.21
Total Amount This Project				$ 6 [illegible].77

RECEIVED
MAY 21 1953
FOR FILING

S-44(7)

3405

May 18, 1953

#214

Southern Pacific Company
65 Market Street
San Francisco 50, California

Your File: ZB 220-113

Attention: Mr. George Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

In answer to your inquiry of May 6, we are this date instructing our auditor to prepare a voucher that will release to you the retained percentage held on your Bill No. A24041, Contract Audit 86559.

Very truly yours,

G. H. Baldock
State Highway Engineer

CAG:aa

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. A. Gardner

No. 4214
By wcw

ASSIGNMENT

Date: **May 11, 1953**

Description: **Letter of May 6 by Southern Pacific Company re Bill Collectible No. 424041 in amount of $824.08 for cost of labor and material in connection with flashing light signals at Silverton**

Acknowledged by _____ Referred to ___Gardner ✓_______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ________ Report received ________

Remarks:

es

S-260

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
E. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB 220-113-State of Oregon
Highway Dept.

State of Oregon
c/o Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

MAY 1953

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Refers to your letter dated December 31, 1952, relative to our bill collectible No.424041, amount $824.08 issued against you for cost of labor and material furnished in connection with installation of flashing light signals at Silverton, Oregon in accordance with terms of contract audit No. 86559, dated April 13,1951.

In your letter of December 31, 1952, you advised this office that payment of bill was being delayed pending your receiving a reply from the Bureau of Public Roads concerning their final audit on the job.

Please advise at this time if such information has been received by you and if so, when we may expect your remittance covering the balance due.

Yours truly,

GEO. NELSON

By

NOTED
W. C. WILLIAMS

RECEIVED
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

[illegible]

RECEIVED
JAN 2 1952
FOR FILING

Cross Referenced To:
Maint.
Traffic Safety
R. R.

5-40(3)

3405

December 31, 1952

3925

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson

Gentlemen:

This is in answer to your inquiry of December 23 regarding your bill for flashing-light signals at Silverton. This bill is in the hands of the Bureau of Public Roads for final audit. We should receive their final audit report sometime within the next 90 days.

Very truly yours,

R. H. Baldock
State Highway Engineer

GAG:am

cc W. W. Williams
C. A. Gardner

No. 3925
By

ASSIGNMENT

December 30, 1952

Description: **Letter of December 23 from Southern Pacific Company re bill in connection with installation of flashing light signals at Silverton**

Acknowledged by _____ Referred to ___Gardner________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxxx Please prepare for __Mr. Baldock's________ signature
with carbon copy for Mr. Williams_______________

Assignment executed __12-31-52__ Report received _______

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

S-280

gJ

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
L. J. MASSON
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB-220-113-State of Oregon
-Highway Department

PLEASE RETURN TO
W. C. WILLIAMS

DEC 23 1952

State of Oregon
% R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

Refers to your letter dated October 13, 1952, relative to our B/C No. 424041, amount $824.08, issued against you for cost of labor and material furnished, in connection with installation of flashing light signals at Silverton, Oregon, in accordance with terms of contract audit No. 86559, dated April 13, 1951.

In your letter of October 13, 1952, you advised this office that payment of our bill was being delayed pending your receiving a reply from the Bureau of Public Roads concerning their audit on the job.

We would appreciate your advising at this time if such information has been received by you and if so, when we may expect your remittance covering balance due.

Yours truly,

GEO. NELSON

By

RECEIVED
DEC 30 1952
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
[illegible] 1952

RECEIVED
OCT 15 1952
FOR FILING

[illegible]

3465

3765

October 13, 1952

Southern Pacific Company
65 Market Street
San Francisco 5
California

Attention: Mr. George Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Re: Bill No. 424041

This is in answer to your inquiry of October 7 concerning the above bill. This bill will be a part of our final statement of cost on the Silverton Job to the Bureau of Public Roads. This final statement has not been made up as yet, but it will be within the next 60 days. We will advise you as soon as we have a reply to the Bureau of Public Roads audit on the job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

[illegible]

cc C. A. Gardner

ASSIGNMENT

tober 10, 1952

No. 37

Description: Mr. Geo. Nelson's letter of October 7 (SP Co.) re outstanding billx in amount of $824.06 in connection with flashing light signals at Silverton, Oregon

Acknowledged by _____ Referred to __ Gardner _______

Investigate and report with recommendation

xxx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ________________ signature

____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 10-13-52 Report received ________

Remarks:

S-280

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
L. J. MASSON
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO
EB 220-113-State
of Oregon-Highway
Department

OCT 7 1952

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

We have outstanding in our accounts $824.08, which represents 10% balance due on bill collectible No. 424041, issued against you for cost of labor and material furnished, in connection with installation of flashing light signals at Silverton, Oregon, in accordance with terms of contract audit No. 86559, dated April 13, 1951.

Will you please advise when we may expect your remittance in amount of $824.08 to be forwarded to Local Treasurer, Southern Pacific Company, 65 Market St., San Francisco 5, California, so that we may be in a position to clear this account from our records.

Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,
GEO. NELSON
By

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
OCT 10 1952
HIGHWAY COMMISSION
DEPARTMENT

Form PR 2 (Revised 1946)

S-41(2)

3455

481

State Oregon

Federal Aid Secondary

Project No. S-40(3)

3405

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of March, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 1949, a program, which was approved on the 8th day of July, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of August, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of One hundred ten thousand and 00/100 dollars ($110,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 428+12.98 in the NE 1/4, Section 6, T. 7 S., R. 1 W., W.M., and survey station 601+02.8 in the E 1/2, Section 34, T. 6 S., R. 1 W., W.M., except stations 454+94 to 457+41,

, length 3.228 miles, in Marion County, being Oregon Federal Aid / Secondary project No. S-40(3), consisting of 3.228 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ten thousand and 00/100 dollars ($110,000.00), which does not exceed the authorized Federal pro rata share of one hundred seventy-seven thousand, eight hundred fifty-two and 40/100 dollars ($177,852.40), the approved total estimated cost of said project.

PAYMENTS

Article V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
FEB 8 1952
FOR FILING

February 5, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover five copies of estimate covering work to be performed by the Southern Pacific Company in moving a spur track and establishment of a grade crossing near Silverton on the Pudding River-Silverton Section, Project No. S-40 (3).

Likewise are being sent three copies of agreement between the railroad company and Marion County covering encroachments upon the railroad right of way.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:gs

PUDDING RIVER-SILVERTON SECTION

PROJECT NO. S-40 (3)

MOVE AND RE-ESTABLISH SPUR TRACK,
MOVE SWITCH AND PLACE GUARD RAIL
(SOUTHERN PACIFIC COMPANY'S FORCES)

			Labor	Material	Total
Place Guard Rail in Main Track and Spur Track					
260	lin. ft.	Scrap 50# Rail, 1.9 T at $40.00		$ 76	
320	lin. ft.	Scrap 62# Rail, 3.0 T at $40.00		120	
32	only	Rail Chairs 50#/90# at $2.00		64	
39	only	Rail Chairs 62#/112# at $3.00		117	
2.4	cwt.	Track Spikes at $8.00		19	
All		Place and Weld Guard Rail	$440	98	
		Contingencies	44	50	
			$484	$ 544	$1,028
Move and Re-establish Switch and Re-establish Spur Track					
80	only	Creo. Track Ties at $2.98		$ 238	
330	lin. ft.	Ind. 90# Rail, 4.4 T at $40.00		176	
12	only	SH 90# Joints at $1.06		13	
160	only	SH Tie Plates at $.223		36	
3.0	cwt.	Track Spikes at $8.00		24	
140	cu. yds.	Crushed Gravel Ballast at $3.00		420	
165	lin. ft.	Lay, Surface, and Ballast Track	$250		
1	only	Shift Switch	180		
All		Remove and Restore Ties (Spur)	90		
All		Shift Track (Spur)	250		
		Vacation Allowance (03%)	26		
		P. L. & P. D. Insurance (04%)	34		
		S. S. & R. R. Insurance (06%)	53		
		Contingencies	100	100	
			$983	$1,007	$1,990
			Total		$3,018
			(Use)		$3,000

8-40(3)

RJ - IX - 12/26/50 ([illegible])
(911/323-3)

*678

THIS INDENTURE, made this 13th day of April, 1951, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, hereinafter called "Railroad," and COUNTY OF MARION, a political subdivision of the State of Oregon, hereinafter called "County";

FILED
JUN 15 1951
COUNTY CLERK

WITNESSETH:

1. That Railroad hereby grants to County (subject to the reservations, covenants and conditions hereinafter set forth) the right to construct, maintain and use highway embankment and cut slopes, hereinafter called "slopes," upon and along all those certain strips or parcels of land, of varying widths, situate, lying and being in the west half of southwest quarter of Section 34, Southeast quarter of Section 33, Township 6, South, Range 1 West, W.M., and in the north half of Section 4, Township 7 South, Range 1 West, W.M., in the County of Marion, State of Oregon, described as follows:

Parcel 1:

A strip of land 5 feet in width in the west half of the Southwest quarter of said Section 34, the Southeast quarter of said Section 33 and the north half of the north half of said Section 4 within the right of way, 60 feet wide, of the Southern Pacific Company, lying contiguous to and southeasterly of the northwesterly line of said right of way extending southwesterly from a line drawn southeasterly, at right angles, from the surveyed center line of Highway (Pudding River - Silverton Section) at Highway Engineer Station 581+68, being also northwesterly, at right angles from the original located center line of main track of said Company at or near Engineer Station 58+10 that is distant southwesterly, along said original located center line, 206 feet from the eastern line of Donation Land Claim No. 46 (Leander Davis) in said southwest quarter of Section 34 to the southern line of Donation Land Claim No. 45 (Samuel Cox) in the north half of the north half of said Section 4, said southern line intersects said original located center line of main track at Engineer Station 103+10, and also intersecting the surveyed center line of highway (Pudding River - Silverton Section) at or near Highway Engineer Station 535+75.

Parcel 2:

A strip of land 10 feet in width in the northwest quarter of said Section 4, Township 7 South, Range 1 West, Willamette Base and Meridian, within

#678

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FILED
JUN 15
COUNTY CLERK

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__Parcel 2:__

A strip of land 10 feet in width in the northwest quarter of said Section 4, Township 7 South, Range 1 West, Willamette Base and Meridian, within the right of way, 60 feet wide, of the Southern Pacific Company, lying contiguous to and southeasterly of the northwesterly line of said right of way described in deed dated January 3, 1881 from F. Hentschel et ux., recorded January 5, 1881 in Book 26 of Deeds, Page 236, Records of Marion County, extending southwesterly from the southern line of Samuel Cox's Donation Land Claim No. 45, which line intersects the original located center line of main track of said Company at Engineer Station 103+10, to a line drawn radially northwesterly from said original located center line at or near Engineer Station 120+80, being also in a line drawn radially, southeasterly from the surveyed center line of Highway (Pudding River - Silverton Section) at or near Highway Engineer Station 519+12.

That Railroad further grants to County the right to construct, maintain and use a highway upon and across all those certain pieces or parcels of land situate in the County of Marion, State of Oregon, described as follows:

Parcel 3:

All that certain piece or parcel of land in the southeast quarter of Section 33, Township 6 South, Range 1 West, Willamette Base and Meridian, in the County of Marion, State of Oregon, described as follows:

BEGINNING at the northwest corner of the land described in deed dated September 14, 1892, from E. J. Thurman and Elizabeth Thurman, his wife, to the Oregon & California Railroad Company, recorded September 28, 1892 in Book 51, Page 352, Record of Deeds of Marion County; thence South 1°17' East, along the western line of said land, 68.34 feet to a point that is distant 30 feet northwesterly, at right angles, from the original located center line of the Woodburn-Springfield Branch of the Southern Pacific Company; thence North 59°40' East, parallel with said original located center line, 140.74 feet to a point in the northern line of said land described in said deed that is North 88°43' East, thereon 123.03 feet from the point of beginning; thence South 88°43' West, 123.03 feet to the point of beginning, containing an area of 0.096 of an acre, more or less.

Parcel 4:

All that certain piece or parcel of land in the Northwest quarter of Section 4, Township 7 South, Range 1 West, Willamette Meridian in Marion County, State of Oregon, described as follows:

Being all that certain strip or piece of land in said northwest quarter of Section 4, lying contiguous to and northwesterly of the northwesterly line of the 60 foot wide strip of land described in Deed from F. Hentschel et ux dated January 3, 1881, recorded January 5, 1881, in Book 26, of Deeds, page 236, Records of Marion County, and being the same 0.15 of an acre of land described in that certain indenture dated November12, 1906 from M.S. Brun described in deed dated January 3, 1881 from F. Hentschel et ux., recorded January 5, 1881 in Book 26 of Deeds, Page 236, Records of Marion County, extending southwesterly from the southern line of Samuel Cox's Donation Land Claim No. 45, which line intersects the original located center line of main track of said Company at Engineer Station 103+10, to a line drawn radially northwesterly from said original located center line at or near Engineer Station 120+80, being also in a line drawn radially, southeasterly from the surveyed center line of Highway (Pudding River - Silverton Section) at or near Highway Engineer Station 519+12.

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Parcel 4:

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Being all that certain strip or piece of land in said northwest quarter of Section 4, lying contiguous to and northwesterly of the northwesterly line of the 60 foot wide strip of land described in Deed from F. Hentschel et ux dated January 3, 1881, recorded January 5, 1881, in Book 26, of Deeds, page 236, Records of Marion County, and being the same 0.15 of an acre of land described in that certain indenture dated November12, 1906 from M.S. Brun mentioned highway and slopes.

7. This indenture shall not be construed as conveying or otherwise vesting in County the right or power to authorize the location or installation, or to issue permits, licenses or franchises for the location or installation, of any structures, fixtures or other facilities of any telegraph, telephone or electric power lines or of any ditches, pipes, drains, sewer or underground structures, under, along and over the land herein described.

8. County shall record this indenture in the office of the Recorder of Marion County, Oregon.

9. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their respective officers thereunto duly authorized, the day and year first herein written.

SOUTHERN PACIFIC COMPANY

By________________
Vice President

Attest: Ray G Hillebrand
Assistant Secretary

COUNTY OF MARION,

By________________
County Judge

By Roy________________
County Commissioner

By E L Rogers
County Commissioner

proved:

____
Attorney

WITNESS my hand this 30th day of
January, A.D. 1951.

7. This indenture shall not be construed as conveying or otherwise vesting in County the right or power to authorize the location or installation, or to issue permits, licenses or franchises for the location or installation, of any structures, fixtures or other facilities of any telegraph, telephone or electric power lines or of any ditches, pipes, drains, sewer or underground structures, under, along and over the land herein described.

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SOUTHERN PACIFIC COMPANY

By____________________
Vice President

Attest: Ray G Hillebrand
Assistant Secretary

COUNTY OF MARION,

By____________________
County Judge

By Roy ____________________
County Commissioner

By E L Rogers
County Commissioner

Form Approved:

____
Contract Attorney

WITNESS my hand this 30th day of
January, A.D. 1951.

Jay B. Doyal
Notary Public for Oregon.
My Commission Expires Jan. 22, 1955.
My Commission Expires________________

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for the

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STATE OF CALIFORNIA,
City and County of San Francisco } ss.

On this 24th day of May in the year One Thousand Nine Hundred and Fifty One before me, RUTH W. GEORGE, a Notary Public in and for the City and County of San Francisco, State of California, personally appeared J. W. CORBETT and ROY G. HILLEBRAND, known to me to be the Vice President and Assistant Secretary, respectively, of the corporation described in and that executed the within instrument, and also known to me to be the persons who executed it on behalf of the corporation therein named and they acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, the day and year in this certificate first above written.

Ruth W. George
Notary Public in and for the City and County of San Francisco, State of California.

ommission Expres September 19, 1954.

[illegible]

My Commission Expires Jan. 22, 1955.

My Commission Expires: ____________

RECEIVED
1952
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 30, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3405	9-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
822	R-32948	$ 5,009.17	1/29/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Aug. 31, 1951**

Time Extensions: **None**

Completion Date: **July 13, 1951**

Date Accepted: **Aug. 3, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-30-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 4 - 1952

NOTED ON CARD
2-11-52

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1952

224-1037

SUBJECT: Pudding River-Silverton Section of Silverton County Road in Marion County

To:

Mr. F. D. Eason
Division Engineer
Department

Dear Sir:

This report covers costs on Contract No. 3405, F. A. Project S-40 (3). This project was awarded August 29, 1950, and the contractor started working 8 days later, completing the contract July 13, 1951, 49 days ahead of schedule. He had to work considerable overtime to do this, which entailed 613 hours of engineering exchange time. This represents 76.6 days' work for one man or 19 days' work for a crew of 4 men. Some of the reasons that the engineering costs ran over are briefly as follows:

Two inspectors who had completed assignments were held for work around Salem for the 1951 season. They worked with the engineering crews until needed on inspection work. In October, 1950, an inspector was assigned to count the loads and write material receipts for the borrow excavation unclassified on this project as a safety check for an anticipated change in the method of payment. This work continued from October 11 to December 1, and again from April 24 to May 31, 1951.

Engineering on the Salem (Pine Street, Commercial Street and Liberty Street) Project was overrunning due to several general wage increases and numerous engineering difficulties, on a 6 per cent engineering authorization, so some of the engineering costs on the Salem job were charged to the Pudding River-Silverton Section, which cost included the resident engineer's wages, inspectors' salaries and car rental. Changed drainage throughout a large part of the project caused by complaints from property owners, inspection on the installation of 60-inch culvert pipe furnished by Marion County to offset legal difficulties with property owners, including the outlet drainage from said pipe.

Due to lack of time, level line, bench marks and ground line cross-sections made by the location party were used to plot cross-sections, slope stakes only being set. Early in March an error was discovered in the level line at the Brush Creek School. Cross-sections had to be re-taken over the entire project, new elevations on pavement taken and 3-line profile platted to establish finished grade with proper coverage for entire project.

The engineering crew on this project consisted of the resident engineer, transitman, 3 chainmen, 3 street inspectors and an office man. Engineering costs as compiled by this office from September 6, 1950, to November 10, 1951, are as follows:

Pay Roll	$19,266.34
Supplies	216.19
Telephone	9.04
Gas, Oil and Grease	168.15
Office Rent	145.88
Repairs to Equipment	55.69
Equipment Rental - Cars, Level and Transit	1,128.80
Laboratory Tests	764.32
Cost Charges from Clymer	220.00
Allowed for Exchange Time	81.57
Cost Shown on Resident Engineer's Books	$22,055.98
Engineering authorisation on 8% basis	$13,334.72
Overrun	$ 8,721.26

Pay Roll costs by months:

September, 1950	$ 1,133.47
October	973.87
November	726.15
December	371.46
January, 1951	1,131.97
February	2,270.91
March	1,508.09
April	1,583.80
May	3,131.73
June (including exchange time for Humiston)	3,758.90
July	955.69
August	156.88
September	444.19
October	338.85
November	780.38
Total Engineering Cost	$19,347.91

Yours very truly,

J. F. McGee
Resident Engineer

RECEIVED
JAN 17 1952
FOR FILING

January 16, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State highway contract No. 3405 for work performed on the Pudding River-Silverton Section of the Silverton County Road in Marion County was completed by the contractor, Warren Northwest,Inc., on July 13 and was formally accepted by the Highway Commission on August 3, 1951.

Final payment in the amount of $5,009.17 will be released to the contractor on or after January 26, 1952. The total contract amount is $169,855.38, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
1-16-52 gl

RECEIVED
DEC 4 1951
FOR FILING

[illegible]

3405

December 3, 1951

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc., on contract No. 3405, covering grading and paving of the Pudding River-Silverton Section of the Silverton County Road in Marion County. This payment, in the amount of $14,132.78, will be made on or after December 13, 1951. The retained percentage is $5,098.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

12-3-51
M D.

Form E-1-1084-4-51

8-40(3)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 1951

Section Pudding River-Silverton

Kind of work Grading & Paving

Highway Silverton County Road

Section prefix 224-1037

Contractor Warren Northwest Inc.

Contract number 3405

Date of contract August 29, 1950

Date of completion August 31, 1951

Date work started September 5, 1950

Estimated date of completion August 31, 1951

Amount of contract $158,684.00

Per cent of time elapsed 92.41 %

Estimated cost of completed project, exclusive of engineering $176,766.49

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $22,055.98, 165.40 %

Date project was completed July 13, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Supporting data for Semi - Final Estimate submitted Monday. Map and profile submitted Tuesday - All sent to Division Office.

NOTED
H. G. SMITH

NOTED
H. G. SMITH

RECEIVED
NOV 23 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. F. McGee

Address Res. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday			

STATE PRINTING DEPT. 48418

NOTED
J. W. CATTRALL

FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Contract 3405
L-40(3)

file Marion
FAS 147

Salem, Oregon
November 7, 1951

224-1037

SUBJECT:

RECEIVED
NOV 7 1951
ENGINEER
COUNTY & CITY [illegible]

To:

Mr. H. G. Smith,
Construction Engineer,
Department.

No 16173

Dear Sir:

A complaint came to this office a few days ago from the City and County Relations Department regarding some right of way clean-up on the Silverton Road.

I had Mr. McGee investigate and he has submitted the attached report. It would appear that our contractor merely complied with the provisions of the option, as regards disposal of timber to the satisfaction of the owner, and that any clean-up that might be desired on the Schar property is the obligation of the logger who performed the logging operation.

The matter of the fencing, if that is part of Mrs. Schar's complaint, is an obligation of the County and will be brought to their attention.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. John Cattrall ✓

NOTED
J. F. HAGEMANN

C
O
P
Y

Salem, Oregon
November 6, 1951

224-1037

Report in regard Mrs. Schar's request that State remove brush from her property.

224-1037 F. A. # S-40 (3) John F. McGee, Resident Engineer.
Silverton County Road
Pudding River-Silverton
Marion County, Oregon.
Location Right of 452+20, South of highway on private land.
Mr. F. D. Eason phoned 11-2-51 & 11-5-51.

In the Fall of 1950, Mr. Napolean Rocque of 195 W. Owens St., Salem, Phone No. 3-3054 was clearing brush and trees from R/W bought from Mr. Edward Schar. Mr. Rocque was doing the clearing and grubbing for Sub-Contractor, Stevenson Construction Co. of Salem, Oregon. In Mr. Schar's option, permission was granted him to retain any trees he wanted. Mr. Schar made a deal with Mr. Rocque that if he would drag the felled timber on Mr. Schar's land, he, Mr. Schar, would dispose of the limbs. Meanwhile Mr. Edward Schar passed away.

November 5, 1951 Mr. Wayne Murphy, Transitman for Resident Eng'r. John F. McGee, who was in charge of construction, went out to contact Mrs. Blanch Schar, Widow of Mr. Edward Schar. He found that Mrs. Schar was in California so he inquired around and found Mr. Alfred Schar, her brother-in-law who told him the following facts:

Mrs. Schar sold logs for fir wood sometime in the spring of 1951 to a party unknown by Mr. Alfred Schar. The party removed the wood but left limbs in a pile on her land which Mrs. Schar wanted the State to remove. Mrs. Schar also wanted the State to build a fence between her property and the highway. Mr. Murphy went to the County Clerk's office and read the option. The option disclosed that it was the obligation of the county to build the fence.

Respectfully submitted,

/S/ J. F. McGee

J. F. McGee
Resident Eng'r.

RECEIVED
OCT 1 0 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
[illegible]
[illegible]

October 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Copy to Mr. Probert
10-10-51.

Dear Sir:

With your letter of September 7 you forwarded copies of estimate as basis of project agreement for Oregon Project S-40 (3), Pudding River --Silverton Section of the Silverton Road. Sent under separate cover were two agreements with the Southern Pacific Company, both dated April 13, 1951.

Although the railroad agreements refer to an easement, copies of the easement have not been received. We should have these before preparing the project agreement.

The estimate contains an item:

Work to be performed by Southern Pacific Forces
All Required Rearrange Spur Track, Etc. $3000.00

There is no breakdown of this item. Please furnish a detail estimate in accordance with Section VII-A of GAM 299.

In line with their decision of September 20, 1950 regarding the then proposed Project SG-40 (4), the Division Office has advised that participating costs should not include charges for the signal installation. It is apparent that you have not considered charges for flagging, watchmen, etc., in connection with the contractor's operations, as being eligible. The agreement RJ-X provides that the railroad will segregate charges under Section 2(f), for watchmen, etc., but makes no such proviso for charges under 2(e) the signal installation.

Please submit the above-mentioned information at your earliest convenience as preparation of the project agreement will be delayed until it is received.

Yours very truly,

C. G. Polk
Acting District Engineer

By A. F. Bester
A. F. Bester
Highway Engineer

RECEIVED
OCT 1 0 1951
OREGON
STATE HIGHWAY COMMISSION

CEIVED
1951
FOR FILING

[illegible]

3400

September 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Pudding River-Silverton Section, Project No. S-40 (3).

We are sending under separate cover three copies each of two agreements with the Southern Pacific Company covering encroachments on their right of way and installation of a crossing signal where the highway crosses the railroad.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant Highway Engineer

JWN:tp

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-40 (3)

PUDDING RIVER-SILVERTON SECTION
OF THE SILVERTON ROAD IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 6, 1951

Type Code 6201

Roadway (Sta. 428+12.98 to 6_1+02.8)

2,300	sq. yds.	Removal of Pavement	$ 0.75	$ 1,725.00
1	only	Removal of Catch Basin	20.00	20.00
500	cu. yds.	Structural Excavation, Unclassified	2.50	1,250.00
40	cu. yds.	Trench Excavation, Unclassified	2.50	100.00
15,200	cu. yds.	Borrow Excavation, Unclassified	0.65	9,880.00
24,600	cu. yds.	General Excavation, Unclassified	0.42	10,332.00
85,400	yd. sta.	Short Overhaul	0.02	1,708.00
1,860	C-yd. sta.	Long Overhaul	0.50	930.00
22,800	yd. mi.	Truck Haul on Borrow	0.18	4,104.00
3.23	mile	Finishing Roadbed and Slopes	1,400.00	4,522.00
1,700	lin. ft.	Rounding Cutbanks	0.15	255.00
150	lin. ft.	22" Arch Type Corrugated Metal Pipe	6.50	975.00
680	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.50	1,020.00
110	lin. ft.	8" Metal Drain Pipe, Coated	1.80	198.00
1,060	lin. ft.	12" Concrete Pipe	1.75	1,855.00
480	lin. ft.	18" Concrete Pipe	2.90	1,392.00
180	lin. ft.	24" Concrete Pipe	4.50	810.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
30	lin. ft.	8" Sewer Pipe	1.00	30.00
200	lin. ft.	15" Sewer Pipe	2.00	400.00
1,040	lin. ft.	Salvaging Culvert Pipe	2.00	2,080.00
120	cu. yds.	3/8" - 0 Backfill in Drains	4.50	540.00
12	cu. yds.	Class "A" Concrete	65.00	780.00
1,200	lbs.	Metal Reinforcement	0.12	144.00
1	only	Type "B" Manhole	200.00	200.00
4	only	Concrete Catch Basins	67.50	270.00
20,000	cu. yds.	3" - 0 Material in Base	1.85	37,000.00
3,900	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.70	10,530.00
480	M-gal.	Sprinkling	2.50	1,200.00
80	cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
12	tons	Furnishing and Placing RT-4 Tar in Binder Course	35.75	429.00
10,400	tons	Class "B" Asphaltic Concrete	5.80	60,320.00

34	tons	Emulsified Asphalt in Seal Coat	$ 42.50	$ 1,445.00
200	cu. yds.	Aggregate in Seal Coat	5.00	1,000.00
				$158,684.00

Work to be Performed by Southern Pacific Company Forces

All Required	Rearrange Spur Track, Etc.		3,000.00
		Subtotal	$161,684.00
		10% Engr. & Cont.	16,168.40
		Total	$177,852.40

Length of Roadway	3.228 miles
Length of Bridge (Exception)	.047 mile
Total Length	3.275 miles
Cost per mile, Roadway	$55,096.77

Federal Secondary Funds- -	$110,000.00
State Funds- -	67,852.40
	$177,582.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-40 (3)

PUDDING RIVER-SILVERTON SECTION OF THE SILVERTON ROAD IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 6, 1951

Type Code 6201

Roadway (Sta. 428+12.98 to 6[illegible]1+02.8)

2,300	sq. yds.	Removal of Pavement	$ 0.75	$ 1,725.00
1	only	Removal of Catch Basin	20.00	20.00
500	cu. yds.	Structural Excavation, Unclassified	2.50	1,250.00
40	cu. yds.	Trench Excavation, Unclassified	2.50	100.00
15,200	cu. yds.	Borrow Excavation, Unclassified	0.65	9,880.00
24,600	cu. yds.	General Excavation, Unclassified	0.42	10,332.00
85,400	yd. sta.	Short Overhaul	0.02	1,708.00
1,860	C-yd. sta.	Long Overhaul	0.50	930.00
22,800	yd. mi.	Truck Haul on Borrow	0.18	4,104.00
3.23	mile	Finishing Roadbed and Slopes	1,400.00	4,522.00
1,700	lin. ft.	Rounding Cutbanks	0.15	255.00
150	lin. ft.	22" Arch Type Corrugated Metal Pipe	6.50	975.00
680	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.50	1,020.00
110	lin. ft.	8" Metal Drain Pipe, Coated	1.80	198.00
1,060	lin. ft.	12" Concrete Pipe	1.75	1,855.00
480	lin. ft.	18" Concrete Pipe	2.90	1,392.00
180	lin. ft.	24" Concrete Pipe	4.50	810.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
30	lin. ft.	8" Sewer Pipe	1.00	30.00
200	lin. ft.	15" Sewer Pipe	2.00	400.00
1,040	lin. ft.	Salvaging Culvert Pipe	2.00	2,080.00
120	cu. yds.	3/8" - 0 Backfill in Drains	4.50	540.00
12	cu. yds.	Class "A" Concrete	65.00	780.00
1,200	lbs.	Metal Reinforcement	0.12	144.00
1	only	Type "B" Manhole	200.00	200.00
4	only	Concrete Catch Basins	67.50	270.00
20,000	cu. yds.	3" - 0 Material in Base	1.85	37,000.00
3,900	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.70	10,530.00
480	M-gal.	Sprinkling	2.50	1,200.00
80	cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
12	tons	Furnishing and Placing RT-4 Tar in Binder Course	35.75	429.00
10,400	tons	Class "B" Asphaltic Concrete	5.80	60,320.00

34	tons	Emulsified Asphalt in Seal Coat	$ 42.50	$ 1,445.00
200	cu. yds.	Aggregate in Seal Coat	5.00	1,000.00
				$158,684.00

Work to be Performed by Southern Pacific Company Forces

All Required	Rearrange Spur Track, Etc.		3,000.00
		Subtotal	$161,684.00
		10% Engr. & Cont.	16,168.40
		Total	$177,852.40

Length of Roadway	3.228 miles
Length of Bridge (Exception)	.047 mile
Total Length	3.275 miles
Cost per mile, Roadway	$55,096.77

Federal Secondary Funds- -	$110,000.00
State Funds- -	67,852.40
	$177,582.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

August 16, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies each of revised special provision pages, numbers 4, 5, 5a and 6 for the Pudding River-Silverton Section, Project No. S-40 (3).

One of each page has been marked to indicate the changes which have been made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J[illegible]:cw

Encl.

July 27, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Pudding River-Silverton Section, Project No. S-40 (3).

Six bid proposals and one set of full size plans are being sent under separate cover.

Copies of the agreement with the Southern Pacific Railroad Company concerning the moving and rearranging the spur track near the east end of the project will be sent to you as soon as they are completely executed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWN:nd

Oregon State Highway Department

Federal Aid Secondary
Project No. S-40 (3)

PUDDING RIVER-SILVERTON SECTION OF THE SILVERTON ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 27, 1950

Type Code 6201
Roadway (Sta. 428+12.98 to 601+02.8)

2,300	sq. yds.	Removal of Pavement	$0.50	$ 1,150.00
1	only	Removal of Catch Basin	25.00	25.00
500	cu. yds.	Structural Excavation, Unclassified	3.00	1,500.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
15,200	cu. yds.	Borrow Excavation, Unclassified	0.50	7,600.00
24,600	cu. yds.	General Excavation, Unclassified	0.45	11,070.00
85,400	yd. sta.	Short Overhaul	0.015	1,281.00
1,860	C-yd. sta.	Long Overhaul	0.50	930.00
22,800	yd. mi.	Truck Haul on Borrow	0.13	2,964.00
3.23	mile	Finishing Roadbed and Slopes	500.00	1,615.00
1,700	lin. ft.	Rounding Cutbanks	0.20	340.00
150	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	4.00	600.00
680	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	1.50	1,020.00
110	lin. ft.	8-inch Metal Drain Pipe, Coated	2.00	220.00
1,060	lin. ft.	12-inch Concrete Pipe	2.00	2,120.00
480	lin. ft.	18-inch Concrete Pipe	3.50	1,680.00
180	lin. ft.	24-inch Concrete Pipe	6.00	1,080.00
120	lin. ft.	36-inch Concrete Pipe	9.00	1,080.00
30	lin. ft.	8-inch Sewer Pipe	1.00	30.00
200	lin. ft.	15-inch Sewer Pipe	3.00	600.00
1,040	lin. ft.	Salvaging Culvert Pipe	2.00	2,080.00
120	cu. yds.	3/8" - 0" Backfill in Drains	4.00	480.00
12	cu. yds.	Class "A" Concrete	75.00	900.00
1,200	lbs.	Metal Reinforcement	0.15	180.00
1	only	Type "B" Manhole	200.00	200.00
4	only	Concrete Catch Basins	75.00	300.00
20,000	cu. yds.	3" - 0" Material in Base	2.00	40,000.00
3,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.75	10,725.00
480	M-gals.	Sprinkling	2.50	1,200.00
80	cu. yds.	3/4" - 0" Material in Binder Course	5.00	400.00
10	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	450.00

12	tons	Furnishing and Placing RT-4 Tar in Binder Course	$38.00	(Allternate)
10,400	tons	Class "B" Asphaltic Concrete	6.75	70,200.00
34	tons	Emulsified Asphalt in Seal Coat	45.00	1,530.00
200	cu. yds.	Aggregate in Seal Coat	5.00	1,000.00
				$166,670.00

Work to be Peformed by Southern Pacific Company Form

All Required	Rearrange Spur Track, etc.	$ 3,000.00

Subtotal	$169,670.00
10% Engr. & Cont.	16,967.00
Total	$186,637.00

Length of Roadway	3.228 miles
Length of Bridge (Exception)	.047 miles
Total Length	3.275 miles
Cost per mile, Roadway	$57,818.15

Federal Secondary Funds -	$112,000.00
State Funds -	74,637.00
	$186,637.00

PUDDING RIVER-SILVERTON SECTION

PROJECT NO. S-40 (3)

While negotiations for rights of way are in progress, the agreement with the Southern Pacific Company concerning encroachments on their right of way has not been completely executed, but it is now believed the execution of this agreement will be completed within twenty days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

July 27, 1950

August 4, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision pages 1, 27, 31 and 32 for the Pudding River-Silverton Section, Project No. S-40 (3). One of each of the pages has been marked to indicate the changes which have been made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWM:nd

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project S-40(3) Pudding River-Silverton Section of the Silverton Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Our recommendation of P.S.& E. is with the understanding that investigation be made as to the possibility of revising the vertical curve at station 449 during construction to secure better sight distance.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence in award will also be withheld pending receipt of advice that all rights of way or rights of entry have been obtained and until the agreement with the rialroad has been approved by the Division Engineer. Executed copies of the rialroad agreement should be submitted as soon as they become available.

Please submit copies of the usual resolutions regarding encroachments, etc.

Very truly yours,

T. M. DAVIS
District Engineer

TMD:re

August 9, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies each of revised special provision pages numbers 27 and 28 for the Pudding River-Silverton Section, Project No. S-40 (3).

One of each of the pages has been marked to indicate the revisions made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:cw

Encl.

RECEIVED
OCT 8 - 1951
FOR FILING

240 (3)

3405

October 5, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3405, for grading and paving on the Pudding River-Silverton Section of the Silverton County Road in Marion County.

This payment, which is in the amount of $24,665.44, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,661.24. The present payment will be released on or after October 16, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

Indexed
Alphabetically

Burt, Roy

September 7, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I have your letter of August 31 with reference to the installation of 60-inch culvert under the railroad at Brush Creek on the Silverton Branch and your request that the State authorize the payment of some 20 feet of this installation at a cost of $850.00.

Please recall that the matter of this opening was discussed with the Railroad Company because of Mr. Burt's complaint prior to the letting of the contract. The Railroad Company refused to consider a larger pipe or culvert under the railroad, so our plans were made up on the basis of extending the concrete box under the railroad and the old county road. This extension was slightly larger than the original box.

When Mr. Burt finally threatened suit against the Railroad Company and the County, the County thought it expedient to place an additional pipe under the county road and made an agreement with the State whereby they furnished this pipe and the State, under a Price Agreement with the contractor, installed same. It was planned to install 90 feet up to the railroad right-of-way line. However, during the installation the excavation for the pipe caused a slide or slough of the railroad fill and endangered the railroad operation. We did not care to involve our contractor in any problem not covered by his Price Agreement and terminated the new installation nine feet short of the railroad right-of-way line. Subsequently the Railroad Company decided, to avoid the threatened suit, that it would install a pipe under the railroad to connect with the new pipe under the road.

I consider that the State fulfilled its obligation in installing the county pipe in accordance with our Price Agreement with the contractor and in cooperation with the County Court within the limits of practicability. I can not recommend the claim which you have indicated in your letter for a 20-foot portion of your installation.

Perhaps you should take the matter up with the County in case it might wish to cooperate with you on the cost of this railroad installation. Bear in mind that this road is not a state highway but a county road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

FDE:AM
cc Mr. F. D. Eason

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Herewith draft of a letter prepared by Mr. Eason relative to the request of the Southern Pacific Company for billing authority for an additional 20 feet of 60-inch corrugated iron pipe on the Salem-Silverton Highway.

Mr. Eason feels that, since the Southern Pacific failed to enter into a joint agreement for the installation of the pipe at the proper time, they should bear any additional expense required to make the connection to the pipe which the County and the State installed.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

File

SOUTHERN PACIFIC COMPANY

Union Station, Portland 9, Oregon

C
O
P
Y

GMO-47929

Mr. David Eason
Division Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Refer to yours February 21st to Mr. F. A. Bartlett relative to the construction of a 60" concrete pipe at Brush Creek on the Salem-Silverton Highway which was recently installed on complaint of Mr. Burke, adjoining property owner.

At the time State installed their pipe across the highway it was the intention to place 90' of 60" pipe, however, when your contractor started digging for the ditch he caused a slide in our roadbed and did not install the 90' of pipe which was 20' short of the State's share.

We are now installing our portion of this culvert with 60" corr. iron pipe, and so as to make proper connection we have purchased 20' extra to take care of the condition brought on by the slide. This construction will require Southern Pacific Co. to install 72' at their own expense and the 20' to make proper connection to the State Highway pipe. We estimate cost to do this work for the State at $850.

Would appreciate receiving a letter authorizing us to bill State Highway Commission for above amount.

Very truly yours,

(sgd) L. P. Hopkins

NOTED
J. W. CATTRALL

August 10, 1951

Honorable Rex Hartley
Marion County Judge
Salem, Oregon

Contract 3405
S-40(3)

NOTED
J. F. HAGEMANN

Dear Sir:

This is to advise that Contract No. 3405 with Warren Northwest, Inc., for grading and paving on the Pudding River-Silverton Section of the Silverton County Road, FAS 147, in Marion County was completed July 13, 1951, and accepted by the Highway Commission on August 3, 1951.

Under the terms of the maintenance agreement signed by the County on June 16, 1950, and by the Highway Commission on June 27, 1950, the County now assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, July 13, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED

J. W. CATTRALL

July 30, 1951

NOTED
J. W. CATTRALL

Honorable Rex Hartley
Marion County Judge
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to advise that work was completed on July 13, 1951, on Contract No. 3405, Pudding River-Silverton Section, in connection with Federal Aid Project No. S-40(31), FAS Highway No. 147 in Marion County.

Under the terms of the maintenance agreement signed by the County on June 16, 1950, and the State on June 27, 1950, the County assumes the maintenance of the above project as of the date of completion, July 13, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
Harold C. Ayers

RECEIVED
JUL 19 1951
FOR FILING

S 40 (3)

3405

July 16, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 13, 1951 on Contract No. 3405, Pudding River-Silverton Section, in connection with Federal Aid Project No. S-40 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:CW

cc: John Cattrall

RECEIVED
JUL 2 1951
FOR FILING

[illegible] 4 (3)
5405

240

June 28, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: GMO 46162

Dear Sir:

With reference to your letter of June 26, please be advised that the contractor is agreeable to repaving the Silverton crossing at such time as you are able to install the guard rail.

Very truly yours,

W. W. Stiffler
Acting State Highway Engineer

HGS:AR WWS:me

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. F. D. Eason

ASSIGNMENT

Date: June 27, 1951

No. 740

By

Description: L. P. Hopkins' letter of June 26 regarding new highway crossing at Silverton in connection with installation of guard [illegible] rails as provided in agreement of April 13, 1951

Acknowledged by _____ Referred to __H. G. Smith ✓______

Investigate and report with recommendation
Investigation, such action as necessary and report
xxComment or recommendation
X Return with rough draft of reply
Please prepare for ________________ signature
____

Assignment executed June 28-51 Report received ________

Remarks:

S-2880

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

June 26th, 1951

GMO 46162

Mr. R. H. Baldock
State Highway Engineer
City of Salem
Salem, Oregon

Dear Sir:

Refers to new highway crossing at Silverton, Oregon in connection with installation of guard rails as provided in agreement dated April 13, 1951.

We understand that crossing has been paved without guard rails installed. The rail used for this purpose is a size difficult to be had and there may be further delay before we are able to install. Presume you will be able to arrange for the repaving job when we are able to install the guard rails.

Yours truly,

L P Hopkins

NOTED
W. W. [illegible]

RECEIVED
MAY 23 1951
FOR FILING

[illegible] 13(2)

2405

2669

May 22, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: GMO-46162

Dear Sir:

With reference to installation of railroad crossing signals on your Silverton branch at Silverton, this letter is your authority to proceed with installation of your standard type signal in conformance with the order of the Public Utilities Commissioner and bill the State Highway Department for the cost thereof upon completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. F. B. Crandall
Mr. F. D. Eason

FORM E-30 25M 8-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1951

SUBJECT: Use of Salvage RRX Signals at Silverton Grade Crossing. Assignment WCW 2669

To:
Mr. W. C. Williams

NOTED
W. C. WILLIAMS

I have Mr. Hopkin's letter of May 8 and your assignment with regard use of salvage signals which we now have in stock pile in Milwaukie for the Silverton installation.

In the light of Mr. Hopkin's letter, I would say that we should let them go ahead and make the installation with their standard equipment, so called, which would have to be purchased new.

(For) F. B. Crandall
Traffic Engineer

P.S. Do we need to have our standard two-party agreement drawn? A check of the files reveals none; however, this particular crossing, coming as a part of a construction program on an FAS project, may not require an agreement.

J.A.H.

FBC:sc

SSIGNMENT

e: May 10, 1951

No. .09
By WCW

Description: L. P. Hopkins' letter of May 8 relative to use of standard type flashing light we now have on hand at Milwaukie office for Silverton grade crossing

Acknowledged by ----- Referred to EE Crandall ✓ -------

Investigate and report with recommendation
xxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ---------
------------------ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 5-18-51 Report required --------
me

Remarks: We better use regular S.P. Co. type of signals.
WCW

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

S-2650

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO-46162

May 8, 1951

Mr. R H Baldock
State Highway Engineer
City of Salem
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Attention - Mr. W C Williams
Asst. State Highway Engineer

Dear Sir:

Your letter April 16th relative to using a standard type flashing light which you now have on hand at your Milwaukie office for Silverton grade crossing.

Check of this signal and material shows that some parts are missing and others broken which will have to be replaced and repaired before they can be used. This apparatus is made by Union Switch & Signal Company and is not our standard, which would mean that special purchase would have to be made if and when any of these parts are in need of replacement. In some cases this may mean a long delay and apparatus might be out of service.

It would be our suggestion that these signals be used on roads which have this standard such as SP&S Railroad Company, and that we be allowed to proceed with the purchase of our regular standard equipment.

Please advise if we may proceed with the ordering of material as called for in Public Utilities Commissioner's Order.

Yours truly,

NOTED
F. B. CRANDALL

NOTED
J. AL [illegible]

RECEIVED
TRAFFIC ENGINEER

RECEIVED
FOR FILING

3-7-(3)

[illegible]

Salem, Oregon
April 20, 1951

Agenda Item 4-g

Mr. J. M. Devers
Chief Counsel
Office

Attention: Mr. Forrest Cooper

Attached hereto for further handling, are three copies each of two agreements with Marion County and Southern Pacific Railroad Company covering encroachment on the Southern Pacific Company right of way. One agreement is in conformance with P.U.C. Order Oregon 25485 and the other is an agreement whereby railroad company makes demand that contractor furnish certain public liability and property damage insurance. These agreements have been executed by the State Highway Commission.

When fully executed please return one fully executed copy of each agreement to this office for the Commission's files.

Secretary

rn
attach: 6

4-12

AGENDA
APR

4-g

FORM K-36X 15M 5-49 31606

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1951

SUBJECT: Southern Pacific Co. agreements
Salem-Silverton Road
Marion County

AGENDA ITEM
April 12-13, 1951

To:

Mr. H. B. Glaisyer
Secretary
O F F I C E

Dear Mr. Glaisyer:

I attach herewith two agreements which have been executed by Marion County and are now to be executed by the Highway Commission, covering encroachments on the Southern Pacific Company right of way on the above project. One agreement is in conformance with P.U.C. Order Oregon 25485, and the other is an agreement whereby the railroad company makes demand that the contractor furnish certain public liability and property damage insurance.

Will you kindly place these matters on the next agenda, and if the Highway Commission approves, have the agreements executed. This will be presented by Mr. Cooper.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:ts
Enc.

"A"

4 copies to be signed

S+C

RECEIVED
[illegible] 1951
FOR FILING

S-40(S)

April 16, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In connection with the FAS realignment and construction project on the Silverton road, we are, in accordance with PUC Order No. 25485, committed to the installation of standard type flashing light railroad grade crossing signals at the crossing of the Southern Pacific rail line at the west city limits of Silverton. I refer you to the attached plan for general orientation.

In accord with our past practice, we wish you to make the installation in the first instance and subsequently bill our department. In this particular instance it is our desire to make use of signal equipment which we salvaged from an abandoned crossing and which is presently stored at our Milwaukie office.

I would appreciate receiving from you an approximate cost estimate of this installation on the basis of our furnishing the signal equipment, at least the principal component parts.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

FBC:sc me

Encl.

cc Mr. F. B. Crandall
Mr. S. H. Probert

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1951

SUBJECT: RRX Signals FAS Job, Silverton Road

To:
Mr. W. C. Williams

In regard to the above subject, it is my understanding from Mr. Probert that you have authorized installation of railroad crossing signals using solely State funds, in lieu of charging it to the FAS project. It is my understanding that such arrangement will preclude considerable amount of paper work as would otherwise be necessary.

Looking to implementation of the installation through Southern Pacific, I have prepared and attached hereto a suggested draft to Hopkins.

F B Crandall
F. B. Crandall
Traffic Engineer

See also file on
[illegible]
[illegible]

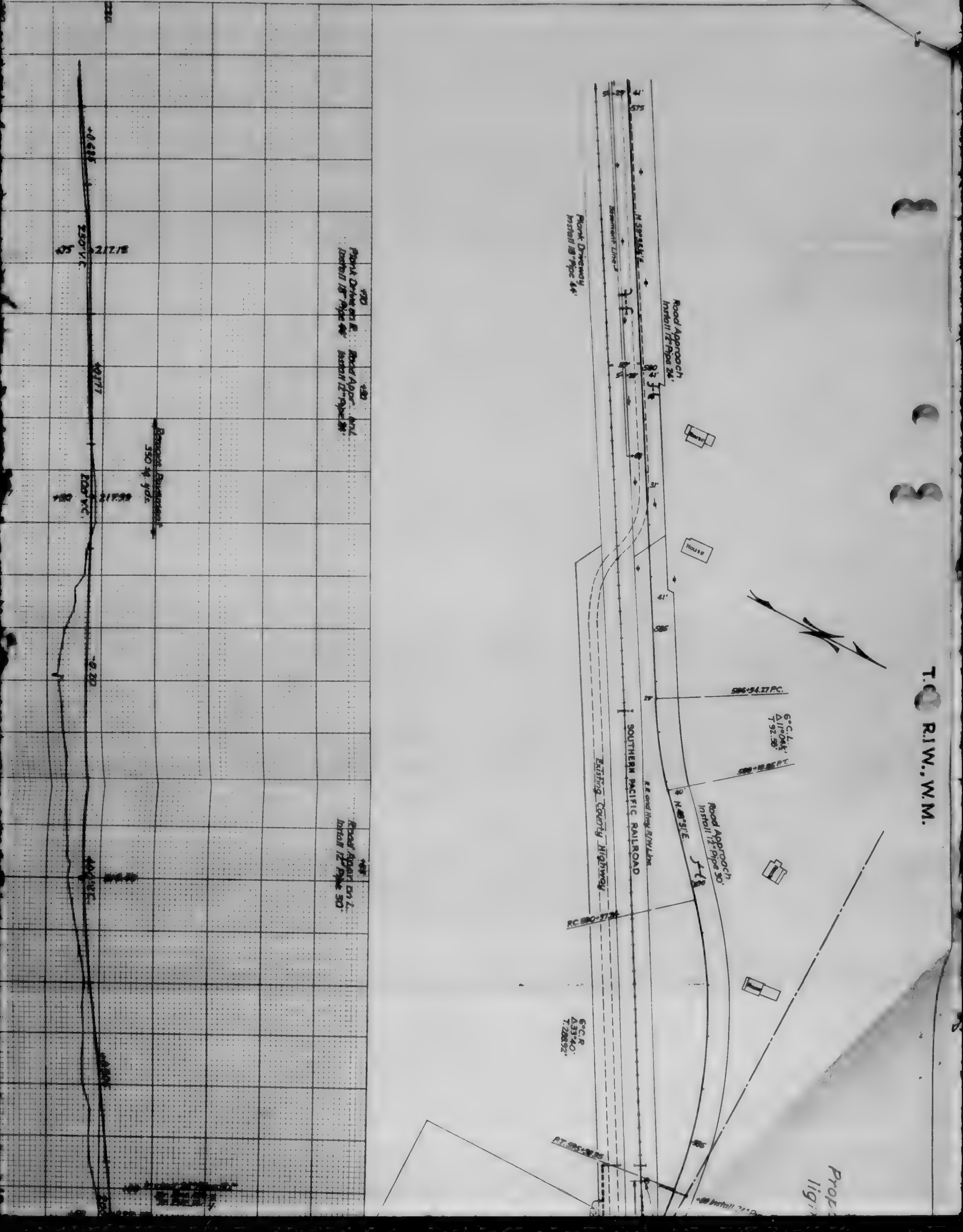
[illegible]
crossing [illegible]
nel Hagaard Mill
(Gales Creek Branch)

FBC:sc

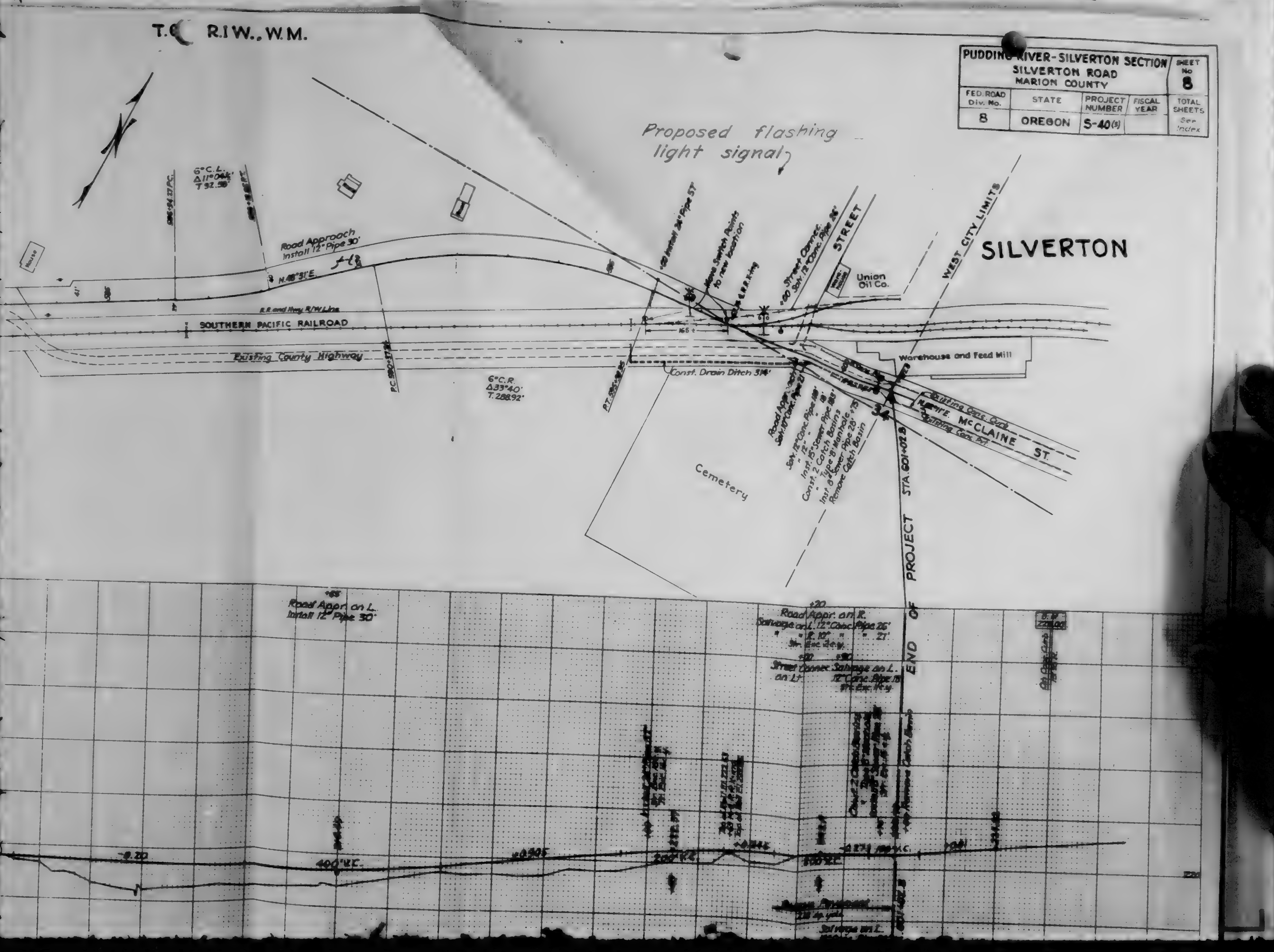
Attachment
cc: S. H. Probert

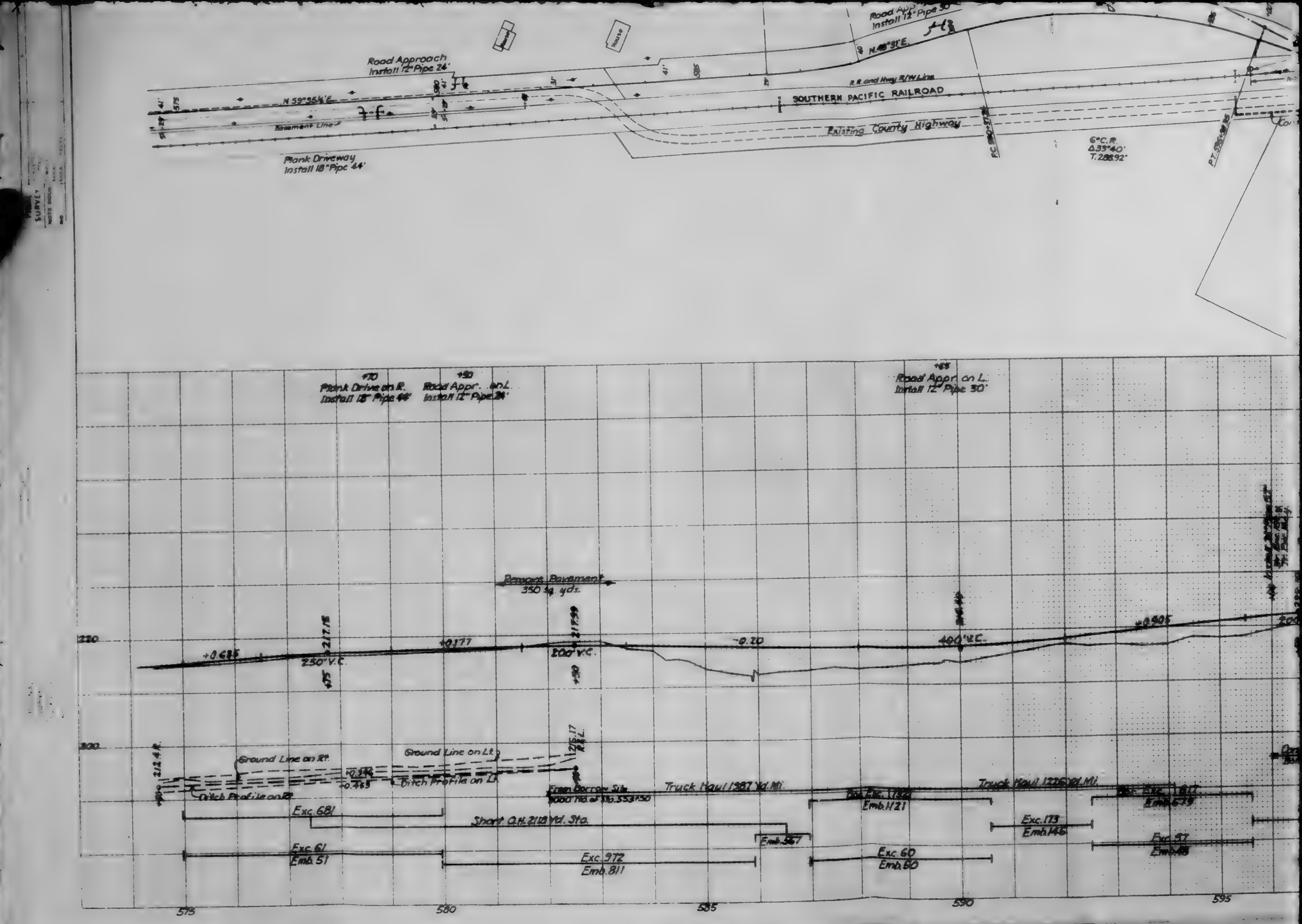
ORIGINAL SURVEY

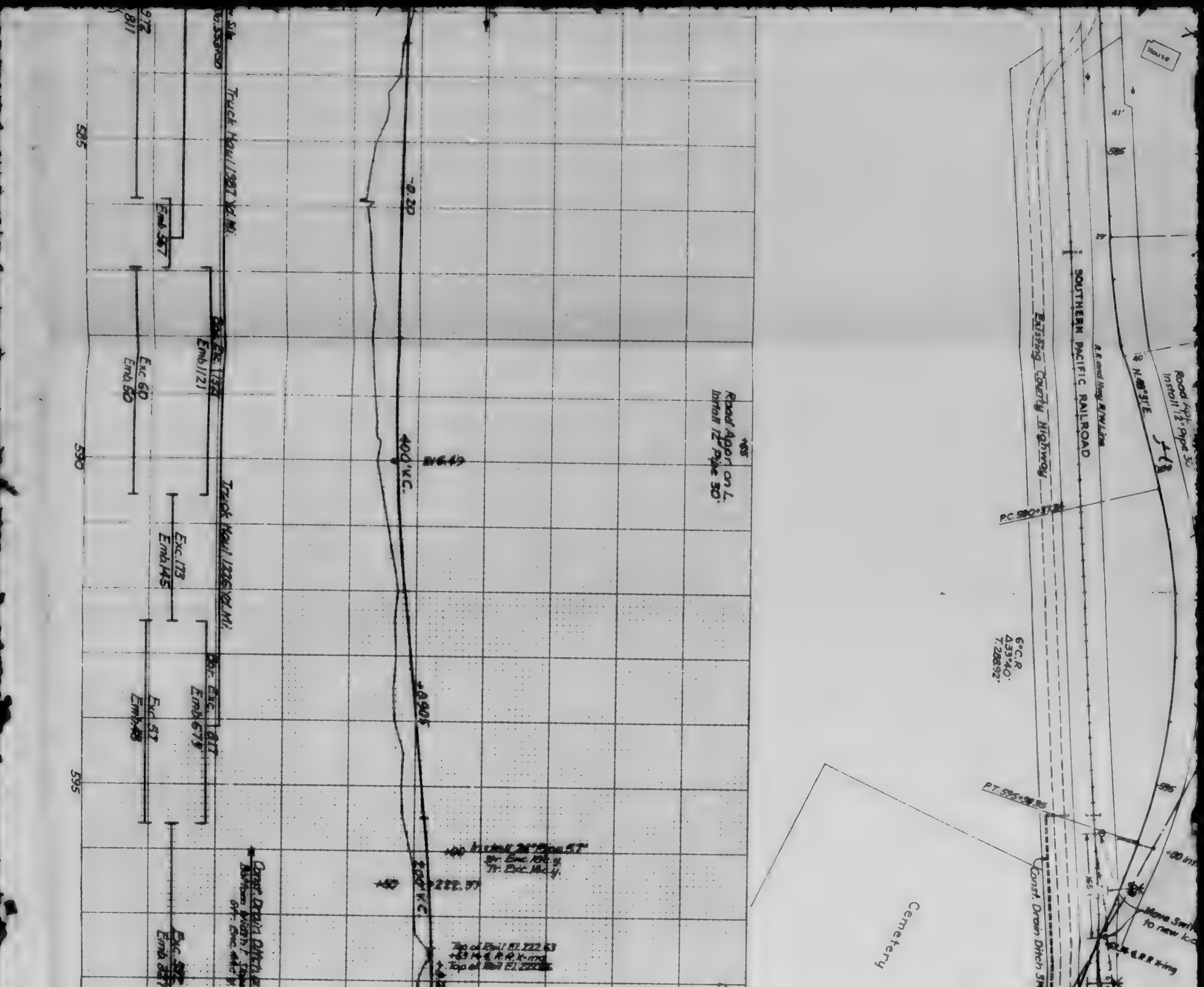
FINAL SURVEY


Road Approach
Install 12" Pipe 24'
Plank Driveway
Install 18" Pipe 44'
Easement Line
N 59°16'W
575
41'
31'
House
House
41'
585
586+94.27 P.C.
6° C.L.
Δ 11°04'
T 92.50'
589+18.85 P.T.
Road Approach
Install 12" Pipe 30'
N 48°31'E
R.R. and Hwy R/W Line
SOUTHERN PACIFIC RAILROAD
Existing County Highway
P.C. 590+77.34
6° C.R.
Δ 33°40'
T 288.92'
P.T. 595+38.35
595
Install 24" Pipe
T. R.1W., W.M.
Prop
lig
Plank Driveway Rt.
Install 18" Pipe 44'
Road Appr. Lt.
Install 12" Pipe 24'
Road Appr. on Lt.
Install 12" Pipe 30'
Excess Excavation
350 cu. yds.
217.15
217.77
217.39
2 V.C.
200' V.C.
-0.89
+0.89
-0.120

PUDDING RIVER-SILVERTON SECTION SILVERTON ROAD MARION COUNTY				SHEET No 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-40(s)		See Index


T.6 R.1W., W.M.
N
House
6°C.L.
Δ11°04'
T 92.58'
596+94.37 P.C.
Road Approach
Install 12" Pipe 30'
N.48°31'E.
R.R. and Hwy. R/W Line
SOUTHERN PACIFIC RAILROAD
Existing County Highway
P.C. 590+37.26
6°C.R.
Δ33°40'
T. 288.92'
P.T. 595+95.35
Const. Drain Ditch 314'
165±
Proposed flashing light signal
+00 Install 24" Pipe 57'
Move Switch Points to new location
Street Connec.
+00 Salv. 12" Conc. Pipe 26'
STREET
Union Oil Co.
WEST CITY LIMITS
SILVERTON
Warehouse and Feed Mill
Road Approach
Salv. 10" Conc. Pipe 21'
Salv. 12" Conc. Pipe 18'
" 12" " 18'
Inst. 15" Sewer Pipe 183'
Const. 2 Catch Basins
" Type 'B' Manhole +75
Inst. 8" Sewer Pipe 28'
Remove Catch Basin
Existing Conc. Curb
Existing Conc. Pvt.
McCLAINE ST.
Cemetery
END OF PROJECT STA. 601+02.8
+65
Road Appr. on L.
Install 12" Pipe 30'
+20
Road Appr. on R.
Salvage on L. 12" Conc. Pipe 26'
Str. Exc.
+00 +90
Street Connec. on Lt.
Salvage on L.
12" Conc. Pipe 18'
Str. Exc.
-0.20
400' V.C.
200' V.C.
100' V.C.
Remove Catch Basin
601+02.8
220


SURVEY
Road Approach
Install 12" Pipe 24'
House
House
Road Appr.
Install 12" Pipe 30'
N 59°25½' E.
N.48°31' E.
Easement Line
R.R. and Hwy R/W Line
SOUTHERN PACIFIC RAILROAD
Existing County Highway
Plank Driveway
Install 18" Pipe 44'
P.C. 590+37.25
P.T. 596+89.35
6°C.R.
Δ33°40'
T.288.92'
41'
31'
+70
Plank Drive on R.
Install 18" Pipe 44'
+80
Road Appr. on L.
Install 12" Pipe 24'
+65
Road Appr. on L.
Install 12" Pipe 30'
Remove Pavement
350 sq. yds.
220
200
+0.685
+75
217.15
250' V.C.
+0.177
+50
217.99
200' V.C.
-0.20
216.40
400' V.C.
+0.905
212.4 R.
Ground Line on Rt.
Ditch Profile on Rt.
Ground Line on Lt.
Ditch Profile on Lt.
+0.394
+0.465
215.17
R.&L.
From Borrow Site
Truck Haul 1387 Yd. Mi.
Truck Haul 1226 Yd. Mi.
Exc. 681
Short O.H. 2118 Yd. Sta.
Exc. 61
Emb. 51
Exc. 972
Emb. 811
Emb. 367
Emb. 1121
Exc. 60
Emb. 60
Exc. 173
Emb. 146
Emb. 679
Exc. 97
Emb. 88
575
580
585
590
595


Truck Haul 1387 Yd. Mi.
Emb. 567
Bor. Exc. 1132
Emb. 1121
Exc. 60
Emb. 60
Truck Haul 1226 Yd. Mi.
Exc. 173
Emb. 145
Bor. Exc. 817
Emb. 679
Exc. 57
Emb. 48
Exc. 257
Emb. 227
-0.20
400' V.C.
+0.905
-0.274
100' V.C.
200' V.C.
Road Appr. on L.
Install 12" Pipe 30'.
Install 24" Pipe 57'
Const. Drain Ditch on R.
Salvage on L.
Install on R.
Remove Pavement
Top of Rail El. 222.63
Top of Rail El. 222.51
S.P. R.R. X-ing
Const. 2 Catch Basins
Type B Manhole
Install 18" Sewer Pipe 28'
Road Appr. on R.
Salvage on L. 12" Conc. Pipe 26'
Street Corner Salvage on L.
12" Conc. Pipe 118'
STA. 601+02.8
+00 Remove Catch Basin
END OF PROJECT STA. 601+02.8
On Conc. Curb
B.M.
585
590
595
600
605
200
220
House
SOUTHERN PACIFIC RAILROAD
Existing County Highway
R.R. and Hwy. R/W Line
Road Appr. Install 12" Pipe 30'
P.C. 590+57.88
6° C.R.
Δ 33°40'
T 288.92'
P.T. 595+90.90
Const. Drain Ditch
Cemetery
Road Approach
Salv. 10" Conc. Pipe 21'
Salv. 12" Conc. Pipe 118'
" 12" " " 18'
Inst. 15" Sewer Pipe 188'
Const. 2 Catch Basins
" Type B Manhole
Inst. 8" Sewer Pipe 28' +75
Remove Catch Basin
Street
Union Oil Co.
Warehouse and Feed Mill
Existing Conc. Curb
McCLAINE ST
WES

RECEIVED
OCT 26 1950
FOR FILING

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[illegible]-4[illegible]

October 25, 1950

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: PD-20170

Dear Mr. Hopkins:

It is expected that the new grade crossing in the vicinity of Silverton on the Salem-Silverton County Road will be opened to traffic on or about June 15, 1951. I would suggest that you proceed with the assembling of materials in sufficient time in advance of that date to assure completion of the installation by June 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
PD-20170

October 20, 1950

NOTED
W. C. WILLIAMS

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Will you please refer to Public Utilities Commissioner's Order No. 25485 which calls for the opening of a grade crossing in vicinity of Silverton on county road which State is improving for Marion County.

As it will take at least 60 days to obtain material for flashing light signals, we would request that you advise us when you will be ready to have this installation made.

Yours truly,

RECEIVED
OCT [illegible] 1950

RECEIVED
SEP 28 1950
FOR FILING

S-40 (3)

3405

September 27, 1950

Warren Northwest,Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3405 which was awarded to you on August 29, 1950, covering the Pudding River-Silverton Section of the Silverton County Road in Marion County.

An executed copy of this contract is also being mailed to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

24n (3)

September 12, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on September 5, 1950 on Contract No. 3405, Pudding River-Silverton Section, in connection with Federal Aid Project No. S-40 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:ew

RECEIVED
FOR FILING

8 4n (2)

September 12, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

With reference to grade crossing signal installation on the Pudding River-Silverton Project, Oregon S-40 (3), I offer the following comments:

We estimate that not more than five per cent of the traffic will use the old crossing after the new crossing is open. There is a service station on the old road, and it may well be that this service station will cease to operate after a major portion of the traffic is diverted. There is also access to and from a small lumber mill from the old crossing.

As to benefit to the Railroad Company by reason of the new crossing, we do not believe we could show any material benefit even if the old crossing should eventually be closed. The train movement at both crossings is very low, but the new crossing has a materially restricted sight distance, and it is for this reason that a signal is deemed necessary. The old crossing has excellent sight distance, and, with the low movement of trains, it is not considered that a signal would be justified. It is on this basis that the Public Utilities Commissioner has ruled in his findings that there would be no benefit to the Railroad Company, and we, at the hearing, concurred therein.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. S. H. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 7, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 30th 1950 submitting copies of the P.U.C. Order No. 25485 pertaining to the grade crossing signal installation on the Pudding River-Silverton Project, Oregon S-40(3).

It has been called to our attention that there may be some question concerning the findings of the P.U.C. that there will be no benefit to the railroad company, as noted in paragraph number 2 of page 4, of their order.

Grade crossing protection as covered in paragraph 3 of page 3 of general administrative memorandum No. 325, dated August 26, 1948 requires a 10% contribution from the railroad and seems to apply to the crossing under discussion.

We believe the railroad company derives considerable benefit from the installation of flashing lights and it would appear that they should be assessed 10% of the cost in view of the requirements of G.A.M. 325.

However, before definite action can be taken, we desire to be advised of the amount of traffic you estimate will use the old crossing and how much distance would be added to this traffic should the old crossing be closed.

Your early reply will be appreciated.

Very truly yours,

T.M. Davis
T. M. DAVIS
District Engineer

TMD:re

RECEIVED
SEP 8 1950

RECEIVED
FOR FILING

FORM E-30 25M 8-50 40300

5-475

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1950

SUBJECT: Railroad Grade Crossing Protection
Silverton Road - PUC Order F-2256

To: Mr. W. C. Williams

In implementing the above referred to PUC order, which, among other things, states, "provide and install an adequate system of electric warning signals . ." by the Southern Pacific Company, to be reimbursed by the State. Prior to negotiating either letter of approval or formal agreement between the State and the railroad company, it appears desirable to communicate with the Bureau of Public Roads and obtain permission to waive provisions of their General Administrative Memorandum No. 299, dated May 1, 1946.

The portion of the memorandum which we would desire to have waived is that portion of Section 7 treating with agreements, which states that "a detailed and itemized estimate of cost . . . and plans . . . shall be attached to and be a part of the agreement". The actual prepartion of plans from a Highway Department standpoint would not be excessive; however, the preparation of a detailed bill of materials, wiring diagrams, etc. by the Southern Pacific Company would entail considerable time on their part. This would mean that we would have to hold up negotiations on an agreement, and it is possible that all of these "delaying tactics" may mean that the installation of a signal could not be made until in 1952. For the foregoing reasons, I have prepared a suggested draft to T. M. Davis requesting permission to delete the plans, and detailed bill of materials from any agreements negotiated with the railroad company.

F B Crandall
F. B. Crandall
Traffic Engineer

JAH:bv

Attachment

cc: S. H. Probert
J. Al. Head

SUGGESTED DRAFT

September 11, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Attention: Planning Section

Dear Sir:

In connection with Project S-40(3), Pudding River-Silverton Section of Silverton Road, with regard the installation of flashing light railroad signals at the Southern Pacific Grade Crossing (Engr. Sta. 597 + 6), we respectfully request permission to delete the detailed list of materials and preparation of detailed plans as required in General Administrative Memorandum No. 299, Section VII, in negotiating our agreement with the Southern Pacific Company for this installation. All other phases of GAM No. 299 will be adhered to, and the memorandum, by reference thereto, will be incorporated in our agreement with the Railroad Company.

This request is made in light of past practice established by the Highway Department and the Railroad Company, wherein all installations are made, in the first instance, according to the Public Utilities Commissioner Standard No. 2, Flashing Light Automatic Signal, without the necessity of preparing a detailed list of materials or a detailed plan prior to the installation. Representatives of the Highway Department and the Railroad Company do, prior to installation, make an on-the-ground inspection of the placement of the signal and details incident to operation.

Further, by waiving the provision mentioned hereinabove, it would, in all probability, expedite the installation of the flashing light railroad signals approximately six months. In light of this project being completed during the summer of 1951, and knowing the current backlog of work already confronting the Railroad Company with regard present committments for signal installations, it is felt advisable to expedite the agreement between the Railroad Company and the State at an early date. We will, of course, if you desire, and as required in GAM No. 299, submit the agreement to you for approval.

Very truly yours,

cc: S. H. Probert
F. B. Crandall

RECEIVED
[illegible] 1950
FOR FILING

September 1, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In order to effect required changes in Items 126 and 127 of the Federal Aid Secondary Highway Program dated July 19 and submitted on July 21, we are making a resubmission of that program herewith.

You will note that we have added a fourth project (Item 129) which project contemplates installation of an automatic grade crossing signal at the grade crossing in the City of Silverton on the recently contracted Pudding River-Silverton Project.

Project descriptions and traffic information for Items 126, 127 and 128 as originally submitted are applicable without change. Traffic information, including rail traffic at the grade crossing, as previously submitted for the Pudding River-Silverton Project (Item 83) is applicable as well to Item 129.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
[illegible]

RECEIVED
1-4 1950
FOR FILING

S-40(3)
3405

AGENDA
SEP 8 1950

August 30, 1950

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Re: Contract No. 3405

Gentlemen:

Confirming my telegram to you yesterday, August 29, 1950, the State Highway Commission awarded to you as of that date the contract for grading and paving the Pudding River-Silverton Section of the Silverton County Road, Marion County. This award was based on your low bid of $158,604., based on the use of tar, submitted on August 22, 1950.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lw
Enc.

cc - H. G. Smith
R. H. Probert
Goldie Lewis
L. R. White, (S.I.A.C.)

GET CONFIRMED

SYC

SERVICE	
class of service desired; erwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 29, 1950
4:45 p.m.

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

State Highway Commission awarded you today contract for grading and paving Pudding River-Silverton Section of Silverton County Road, Marion County, based on your low bid submitted August 22, 1950, using tar. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP - 1 1950
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

D-4 (3)

3405

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 29, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your telegram of today advising all rights of entry had been obtained for Oregon project S-40(3), the Pudding River-Silverton Section of the Silverton Highway.

As requested we hereby concur in award to Warren N.W. Inc., who submitted the low bid for tar alternate at the August 21st bid opening.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

SERVICE
…ass of service desired;
…wise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

AUGUST 29, 1950

MR. T. M. DAVIS
201 FINANCIAL CENTER BUILDING
233 S. W. 6TH ST.
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD TODAY CONTRACT PUDDING RIVER-SILVERTON PROJECT TO WARREN NORTHWEST, INC. OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
AUG [illegible] 1950
FOR FILING
FORM E-30 25M 5-50 40800

5-40([illegible])

40[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1950

SUBJECT: PUX-10

C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Herewith I hand you copy of PUC Order No. 25485, PUC file F-2256, with reference to grade crossing on the Salem-Silverton county highway in Marion County.

The order appears to cover everything asked for in the petition and at the hearing and seems to me to be entirely acceptable in form. Grant Murphy, county judge, was served with a copy of the order and he advises me that it appears satisfactory to him.

In discussing the project with Judge Murphy he stated that all rights of way which the County was to acquire, with the exception of the railroad easement, have either been acquired or are under legal proceedings giving a right of entry. I do not think that any steps have been taken by the Southern Pacific Company toward the granting of an easement across the railroad right of way, as this usually is not done until the order of the Public Utilities Commissioner has been received and found acceptable.

Very truly yours,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ea
Encl.
cc H. G. Smith
E. A. Collier (2 cy.order)
F. D. Eason
F. B. Crandall

P.U.C. OREGON ORDER NO. 25485

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of Marion County, Oregon, for authority to construct a highway crossing at grade over and across the tracks and right of way of the Salem-Silverton Branch of Southern Pacific Company near Silverton in the West Half (W½) of Section 34, Township 6 South, Range 1 West, W.M., in Marion County, Oregon.	)	F-2256

The above entitled matter came on for hearing pursuant to notice on Wednesday, July 19, 1950, at 10:15 A.M., in the Office of the Public Utilities Commissioner, Public Service Building, Salem, Oregon, before C. E. Jaqua, Associate Engineer, sitting as Examiner for the Commissioner.

The following appearances are of record herein:

Grant Murphy, County Judge, Salem, Oregon
Val D. Sloper, Deputy District Attorney, Salem, Oregon
In behalf of Marion County

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission and Marion County

W. C. Williams, Assistant State Highway Engineer, Salem, Oregon
F. B. Crandall, Traffic Engineer, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Whereupon evidence was introduced, the hearing was concluded, and the matter submitted for determination. After due consideration of the record, evidence, and law in the matter, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

FINDINGS

That, on May 16, 1950, the Commissioner received in his office the application of Marion County, Oregon for authority to construct a crossing at grade of the tracks and right of way of Southern Pacific Company just west of the city limits of Silverton, Oregon, as part of the improvement and relocation of a portion of Marion County Market Road No. 47 extending from Salem to Silverton.

That it is impractical to construct said crossing either above or below grade because of the necessity for a connection with McClaine Street at the existing grade some 300 feet easterly from the proposed crossing, and because the traffic upon the railroad does not, and will not justify the expenditure of the amount of funds required for a highway and railroad grade separation.

That there is at present a grade crossing of Southern Pacific Company on the existing Salem-Silverton Road located approximately 1,400 feet west of the proposed crossing, and known in the Commissioner's Catalog of the Crossings of the State of Oregon as No. CC-726.5.

That the construction of the proposed crossing is necessary and proper for the service, accommodation and convenience of the public for the reason that the proposed crossing will be a part of a better and more expeditious route for public travel between Salem and Silverton, and will provide a more adequate and desirable crossing than Crossing No. CC-726.5.

That the vision of approaching trains by persons travelling the new highway will be limited by trees, buildings, and other improvements, and that from a point on the highway 500 feet on either side of the railroad track, the maximum length of vision is 1,100 feet and the minimum length of vision is 40 feet.

That the grade approaching said proposed crossing is practically level, and that the angle of intersection at the crossing is 22 degrees and 35 minutes.

That the average annual daily vehicular traffic over the crossing will be 3,500 cars per day, and that the average train movements over the crossing will be one per day for six days of the week.

That the petitioner proposes, for the purpose of protecting traffic over the crossing that there be installed two flashing light signals of standard design to be actuated by trains approaching the crossing.

That the petitioner proposes that the work and costs incidental to the construction and maintenance of the crossing be borne as follows:

THINGS TO BE DONE BY SOUTHERN PACIFIC COMPANY:

1. Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the portion of the project extending across its right of way, subject to reimbursement as hereinafter stated.

2. Move and rearrange the existing spur track to the plant of the Union Oil Company westerly from said point of crossing, subject to reimbursement as hereinafter stated.

THINGS TO BE DONE BY SOUTHERN PACIFIC COMPANY: (Continued)

3. Furnish and install at its own cost and expense, without reimbursement, creosoted ties under the railroad tracks extending across the travelled portion of the highway and shoulders thereof, and likewise provide and install adequate guard rails for retention of the paved highway surface.

4. Provide and install an adequate system of electric warning signals, as hereinbefore referred to, subject to reimbursement as hereinafter stated, and after the installation thereof, maintain the same at its cost and expense without reimbursement.

5. After construction, maintain its ties, rails, roadbed and facilities between the railroad tracks and for a distance of 18" outside thereof.

THINGS TO BE DONE BY OREGON STATE HIGHWAY COMMISSION:

1. Prepare plans and specifications and award a contract for the construction of the project of which the proposed grade crossing is a part, and supervise the construction thereof.

2. Finance said project from Federal highway funds and reimburse railroad company for its expenditures as above stated under "Things to be done by Railroad Company", which are reimbursable under the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and amendments thereof and supplements thereto.

THINGS TO BE DONE BY MARION COUNTY:

1. Acquire all rights of way necessary for the construction of the proposed project at petitioner's cost and expense and, after construction, maintain the said project and particularly that portion within the right of way of Southern Pacific Company, except as herein specified under "Things to be done by Southern Pacific Company."

CONCLUSIONS

1. That the location as set forth in the petition will provide a safer and more satisfactory crossing of the Southern Pacific Company's tracks than the one now existing and that, in the interest of public safety, the petition should be granted.

2. That the proposed crossing will be of no benefit to Southern Pacific Company.

3. That the installation of crossing signals as set forth in the petition will provide adequate protection to the travelling public at the crossing and that the crossing will not be unduly hazardous.

4. That the apportionment of work and costs incidental to the construction and maintenance of the crossing, which is acceptable to all parties in interest, is apparently fair and impartial and in accordance with benefits derived from the construction of the crossing.

5. That, after the opening of the new crossing to travel, the existing crossing No. CC-726.5, located some 1,400 feet west of the proposed crossing will be open for limited service, and that a careful study should be made within a period of one year after the opening of the new crossing to determine the advisability of eliminating Crossing CC-726.5 from the crossing records of the State of Oregon.

ORDER

IT IS ORDERED that the application of Marion County for authority to construct a crossing at grade of the tracks and right of way of Southern Pacific Company approximately 300 feet westerly from the west city limits of Silverton, at Railroad Engineer's Station 42 plus 38.8, as part of Marion County Market Road No. 47, in the West Half of Section 34, Township 6 South, Range 1 West, Willamette Meridian, in Marion County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that the crossing shall be constructed according to plans and profiles set forth in the drawings attached to the petition and by this reference made a part hereof.

IT IS FURTHER ORDERED that, for the protection of vehicular movements, there shall be installed at the crossing two Commissioner's Standard No. 2 flashing-light automatic signals at appropriate locations, and two standard advance warning signs at appropriate locations.

IT IS FURTHER ORDERED that participation in work and costs of construction and maintenance of the crossing shall be as follows:

THINGS TO BE DONE BY SOUTHERN PACIFIC COMPANY:

(a) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the portion of the project extending across its right of way, subject to reimbursement as hereinafter stated.

(b) Move and rearrange the existing spur track to the plant of the Union Oil Company westerly from said point of crossing, subject to reimbursement as hereinafter stated.

THINGS TO BE DONE BY SOUTHERN PACIFIC COMPANY: (Continued)

(c) Prepare, at its own expense, its track and roadbed in such manner as is necessary to make the track area adequate for the proposed crossing.

(d) Provide and install adequate guard rails for retention of the paved highway surface subject to reimbursement as hereafter stated.

(e) Provide and install an adequate system of electric warning signals, as hereinbefore referred to subject to reimbursement as hereinafter stated, and after the installation thereof, maintain the same at its own expense without reimbursement.

(f) After construction, maintain its ties, rails, roadbed and facilities between the railroad tracks and for a distance of 18" outside thereof.

THINGS TO BE DONE BY OREGON STATE HIGHWAY COMMISSION:

(a) Prepare plans and specifications and award a contract for the construction of the project of which the proposed grade crossing is a part, and supervise the construction thereof.

(b) Finance said project from Federal highway funds and reimburse railroad company for its expenditures as above stated under "Things to be done by Southern Pacific Company", which are reimbursable under the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and amendments thereof and supplements thereto.

THINGS TO BE DONE BY MARION COUNTY:

(a) Acquire all rights of way necessary for the construction of the proposed project at petitioner's cost and expense and, after construction, maintain the said project and particularly that portion within the right of way of Southern Pacific Company, except as herein specified under "Things to be done by Southern Pacific Company."

IT IS FURTHER ORDERED that, after the opening of the new crossing, the existing crossing No. CC-726.5 shall be the subject of investigation and study by all parties in interest to determine the advisability of closing the crossing should public convenience and necessity so require.

IT IS FURTHER ORDERED that upon installation of the signals Southern Pacific Company shall place and maintain thereon in the customary manner the designation CC-726.8 for identification in the Commissioner's Catalog of the Railroad Crossings of the State of Oregon.

Dated at Salem, Oregon, this 23rd day of August, 1950.

GEO. H. FLAGG

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

RECEIVED
FOR FILING

3405

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1950

SUBJECT: Assignment No. 1980 - WCW

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

The agreement as forwarded to Marion County in connection with Assignment No. 1980 was rejected by Mr. R. J. Harris. Since then a representative of our Legal Department conferred with the attorney for Mr. Harris and a satisfactory agreement was worked out. This revised agreement has been executed by Mr. Harris and the Marion County Court; and a signed copy has been forwarded to the Right-of-Way Department along with one copy of Marion County Court Order No. 1019 establishing the revised route of the Silverton County Road, one copy of a right-of-way agreement with the Brush School District No. 19, and one copy of a right-of-way option covering property owned by the Steffens.

This completes Assignment No. 1980.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM

ASSIGNMENT

ne 28, 1950

No. 1980 [illegible]
By

scription: **Agreement (5 copies) prepared for Marion County to secure gravel rights of property on R. J. Harris place for use on Salem-Silverton County Road Project.**

Acknowledged by _____ Referred to __**Cattrell**__________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
____

Assignment executed _8-17-50___ Report received ______

Remarks: **For delivery to County. We will require one executed copy for our files. WCW**

FORM E-30 20M 1-50 37688

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27th, 1950

RECEIVED
JUN 29 1950
ENGINEER
COUNTY & CITY RELATIONS

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

Herewith copy of a letter from the Legal Department, copy of a letter from Mr. Eason and five copies of an agreement prepared for Marion County to secure gravel rights of the described property on the R. J. Harris place for use on the Salem-Silverton County Road project.

I see no objection to this agreement, but we should be furnished with a copy of the agreement if approved in order that the contractor may be informed of the stipulations in paragraphs 6, 7, 8, 9 and 11.

Very truly yours,

NOTED
W. C. WILLIAMS

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc. 3

FORM E-30 25M 1-50 37536

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1950

24-5 G.P.

JUN 29 1950
ENGINEER
[illegible]ATIONS

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To:

Mr. M. G. Smith,
Construction Engineer,
Department.

Dear Sir:

Herewith a copy of a letter from the Legal Department with five copies of an agreement prepared for Marion County to secure the gravel rights of a described property on the R. J. Harris place for use on the Salem-Silverton County Road Project.

The description has been checked and the agreement seems to cover all items necessary for the consummation of this deal as agreed to on the ground, with the possible exception of Paragraph 7 covering the responsibility for the maintenance of the haul road. This responsibility presumably will be required under the contract by the contractor.

If you approve of the agreements, would you please submit them to the County for the signatures of all parties concerned.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

20M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 23, 1950

RECEIVED
JUN 29 1950

COPY

Mr. F. D. Eason
Division Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Eason:

Herewith, please find five copies of an agreement prepared in this office under the terms of which R. J. Harris will grant to Marion County the right to take gravel from certain property owned by Harris and to use certain private roads for the purpose of ingress and egress. Inasmuch as this office was not furnished with complete information, the writer is not certain that the prepared agreement contains terms satisfactory to the parties.

It will be appreciated if you will check the descriptions for accuracy and the terms of the agreement to see if all matters are appropriately covered. Your attention is drawn particularly to the provisions of paragraphs 7, 8, 9, 10 and 12. It will be appreciated if you will forward these agreements to the County Court of Mation County if they meet with your approval.

Yours very truly,

J. M. DEVERS

By

ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

RECEIVED
FORM E 123X 25M 5-50
FOR FILING

8-40 (3)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 8, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are five duly executed copies each of a maintenance agreement and an encroachment resolution in connection with the Pudding River-Silverton Federal Aid Project S-40(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall J. F. H.
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

cc: Mr. J. W. Nash

RECEIVED
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

S-40(3)

File ✓ 24.5

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 4, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project S-40(3) Pudding River-Silverton Section of the Silverton Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Our recommendation of P.S.& E. is with the understanding that investigation be made as to the possibility of revising the vertical curve at station 449 during construction to secure better sight distance.

Concurrence in award of contract will be withheld pending approval as to justification of essentiality in the changed international situation in conformance with the Commissioner's memorandum of July 28, 1950.

Concurrence in award will also be withheld pending receipt of advice that all rights of way or rights of entry have been obtained and until the agreement with the rialroad has been approved by the Division Engineer. Executed copies of the rialroad agreement should be submitted as soon as they become available.

Please submit copies of the usual resolutions regarding encroachments, etc.

Very truly yours,

T. W. Davis
T. W. DAVIS
District Engineer

RECEIVED
1950
STATE HIGHWAY COMMISSION

TWD:re

Copies sent to
H. G. Smith + Eason
S&P.

NOTED
J. W. CATTRALL

August 2, 1950

NOTED
J. W. CATTRALL

Honorable Grant Murphy
County Judge, Marion County
Salem, Oregon

Dear Sir:

Enclosed are three copies of an agreement prepared by our Legal Department for execution by Marion County and R. J. Harris. This agreement covers removal of gravel from Mr. Harris' property and is in accordance with Mr. Harris' wishes as expressed through his attorney.

Please return one fully executed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 1-50 37838

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 31, 1950

NOTED
J. W. CATTRALL

SUBJECT: File No. 15697-Harris
Gravel Borrow Easement
Salem-Silverton Highway

To:

Mr. John W. Cattrall
County & City Relations Engineer

Dear Mr. Cattrall:

Attached in triplicate is an agreement form we have prepared for Marion County to execute, together with the R. J. Harrises, in regards to taking gravel from Mr. Harris's property on the Salem-Silverton Highway. Mr. May has advised that he has conferred with R. J. Harris's attorney as to the provisions of this agreement and we feel that they are now in conformance with the County's and Mr. Harris's wishes.

When the agreement has been fully executed, will you please send us a copy for our files for the Construction Department.

Very truly yours,

J. M. DEVERS

By Earl F. Saling
Earl F. Saling

EFS:tk
Enc.

cc: Mr. Forrest Cooper
Mr. H. G. Smith
Mr. F. D. Eason

RECEIVED
AUG 1 1950
ENGINEER
[illegible] ATIONS

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FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S40 (3)

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 1, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Proposed specifications for Project S 40(3) Pudding River-Silverton Section of the Salem-Silverton highway do not mention the necessity of rearrangement of the power transmission line paralleling the highway on the left. Obviously, some if not all these poles must be moved. Accordingly, it is suggested that an informative paragraph be added to the specifications outlining the contractor's and public utility company's responsibility therefor.

Very truly yours,

P. M. Davis
P. M. DAVIS
District Engineer

Copy to Probert.

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

FORM E-30X 18M 6-49 32803

S-40(G)

34

MR. W. C. WILLIAMS ✓

Cross Referenced To:

Const

Projects

Grade Xing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1950

1.54
896

SUBJECT: File Pux 10

To: MEMORANDUM FOR THE FILE

Hearing on the application of Marion County for grade crossing of the tracks of Southern Pacific Company at Silverton on the Salem-Silverton County Road was held in the office of the Public Utilities Commissioner at 10:00 o'clock A.M. on Wednesday, July 19, 1950, before C. E. Jaqua, sitting as special examiner.

The petitioner, Marion County, was represented by Val D. Sloper, Deputy District Attorney, and Grant Murphy, County Judge, also was present.

Southern Pacific Company was represented by appearance filed by Mr. E. L. Graham.

The State Highway Commission was represented by J. W. DeSouza, and I also filed an appearance as representing Marion County. This was done at the prior request of Judge Murphy and E. O. Stadter, District Attorney. The appearance for the County was for the purpose of making a formal record in the matter.

In my opening statement the petition was amended to provide that the petitoner should bear the expense of the acquisition and installation of guard rails at the new crossing. This was done in accordance with a prior discussion with Mr. W. C. Williams. It was stated, also, that in the event the Public Utilities Commissioner should require that the existing crossing be closed, as a condition to the issuance of an order authorizing the new crossing, the position of the petitioner would be that Southern Pacific Company should be required to participate to the extent of 50% of the cost of all of the items set out in paragraph VIII of the petition, under "Things to be done by Southern Pacific Company". As a result of the discussion on this point it was understood that, if the Public Utilities Commissioner should take such action, Southern Pacific Company would have a full right to be heard upon the question of benefits and allocation of costs.

Mr. Graham, on behalf of Southern Pacific Company, accepted the amendment made with reference to the cost of guard rails and it then was suggested to the Examiner that an order might properly issue upon the basis of the pleadings, without the necessity of making a full formal record.

This suggestion met with the approval of Mr. Graham, Mr. Sloper, Judge Murphy and the Examiner, and the hearing was closed without the taking of any formal testimony.

J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. W. C. Williams ✓
Mr. F. B. Crandall
Mr. F. D. Eason
Mr. H. G. Smith

CEIVED
JUL 14 1950
FOR FILING
FORM E-30 28M 1-50 97535

Cross Referenced To:
County
Projects
Grade Xing

Salem, Oregon
July 12, 1950

SUBJECT: File Pux 10

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

W. C. WILLIAMS

Dear Mr. Williams:

This is to remind you that hearing on the application of Marion County for a grade crossing on the revised location of the Salem-Silverton Highway at Silverton has been set for 10:00 o'clock A.M. D.S.T., Wednesday, July 19, 1950, in the Hearing Room of the Office of the Public Utilities Commissioner in Salem.

Mr. F. B. Crandall has had some traffic counts made and he will be present to testify regarding traffic and automatic signal installation.

From an engineer and cost standpoint, there are some items which will come up and which will probably be controversial. The answer of Southern Pacific Company has set out that the entire construction should be without expense to the Railroad but the petition sets out that the Railroad at its own cost and expense, without reimbursement, should furnish and install creosoted ties and likewise provide and install adequate guard rails. From our conversation today, I understand that the petitioner should hold out for creosoted ties but should agree to pay for the guard rails as these are additional imposed burdens. There also is the question of the installation of heavier rails at the crossing and it is my understanding that if heavier rails are used, the expense should be borne by Southern Pacific Company as this item, together with the preservative treated ties, will reduce future railroad maintenance costs.

If you so desire I will go over the petition with you in detail before the hearing, or with someone whom you may designate to be present in case other duties prevent your presence.

The County is the petitioning party in this matter but I prepared the form of petition at the request of Judge Murphy and have volunteered to sit in on the proceeding. It is possible that I will personally carry the load at the hearing as Mr. E. O. Stadter, District Attorney, has advised me that he is not familiar with matters of this nature and has requested that

File Pux 10

I cooperate with him in the conduct of the proceedings.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. F. B. Crandall

RECEIVED
JUN 30 1950
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 28, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAS-40 between Salem and Silverton on approved FAS Route No. 147, is approved today subject to the condition that the railroad grade crossings within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

Very truly yours,

ACTING
W. C. WILLIAMS

W H Lynch
W. H. LYNCH
Division Engineer

Copy to [illegible]

CEIVED
JUN 9 1950
FOR FILING

FORM E-30 25M 1-50 37835

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8th, 1950

1854

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Copy
REFERRED TO
De Souza
By Asst. Chief Engineer

Cost of extending switch will be included in Federal aid funds for project.
W.C.W.

Dear Sir:

In regard to Assignment #1854, request of the Southern Pacific Company that the cost of extending the spur leading to the Union Oil Company at the outskirts of Silverton be included in the reimbursable cost of the Salem-Silverton County Road. This extension is being made in order to avoid having the switch itself within the roadbed.

It is my understanding that this was all taken care of at the hearing.

Very truly yours,

H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR

EIVED
MAY 12 1950
FOR FILING

May 11, 1950

1896

Mr. L. F. Hopkins,
Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

In reply to your letter of May 8 regarding slope easements for widening of the Salem-Silverton County Road paralleling the Southern Pacific tracks, I wish to advise that Marion County is securing all rights of way for this project.

We will advise them of your request and have them get in contact with you at the earliest possible moment.

Very truly yours,

R. H. Baldock
State Highway Engineer

S

cc Mr. Williams
Mr. [illegible]

ASSIGNMENT

May 10, 1950 [redacted]

No. 1896
By [redacted]

Description: Letter of May 8 from L. P. Hopkins of S.P.Railroad Co., inquiring as to slope easements needed for widening Salem-Silverton County Road.

Acknowledged by _____ Referred to H. G. SMITH

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxxReturn with rough draft of reply
Please prepare for ______________ signature

Assignment executed ______ Report received ______

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: May 11-'50 me

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
322

May 8, 1950

Mr. W. C. Williams
Asst State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer to your letter of April 11th, relative to location of the Salem-Silverton County Road paralleling Southern Pacific Company tracks.

Understand State or County, as the case may be, will require slope easements for widening of this road. Will you please advise what will be necessary with prints, so that authority may be obtained from our General Office for allowing these encroachments.

Yours truly,

L P Hopkins

RECEIVED
MAY 10 1950
OFFICE OF
CONSTRUCTION ENGINEER

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

pril 18, 1950 **ASSIGNMENT** No. 1854
By Du

Description: L/ P. Hopkins' letter of April 12 re railroad grade crossing of Salem-Silverton County Road on outskirts of Silverton

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
xxxxxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ Signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6-9-50 Report received ______

Remarks: Our plans should include this work. DeSouza should have data for PUC hearing.
WCW

S-2000

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. P. HOPKINS
SUPERINTENDENT

322

April 12, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. W C Williams

Dear Sir:

Your letter February 23, 1950, relative to railroad grade crossing of Salem-Silverton County Road on outskirts of Silverton. This will also confirm conversation had with you and our Asst. Engineer, Bartlett, relative to changing Union Oil Company's track so as to eliminate switch from this road.

After check on ground, we find the only way to overcome this condition would be to extend track as shown on attached print. We estimate cost of this work to be $2,490 exclusive of grading and paving, which we presume you could do. Believe your application to Public Utilities Commissioner should state that State Highway Commission will assume this cost.

For your information, this track is owned from clear point to end by Union Oil Company and we presume State will desire to give to the Union Oil Company extension as it is their obligation to maintain track from clear point to end.

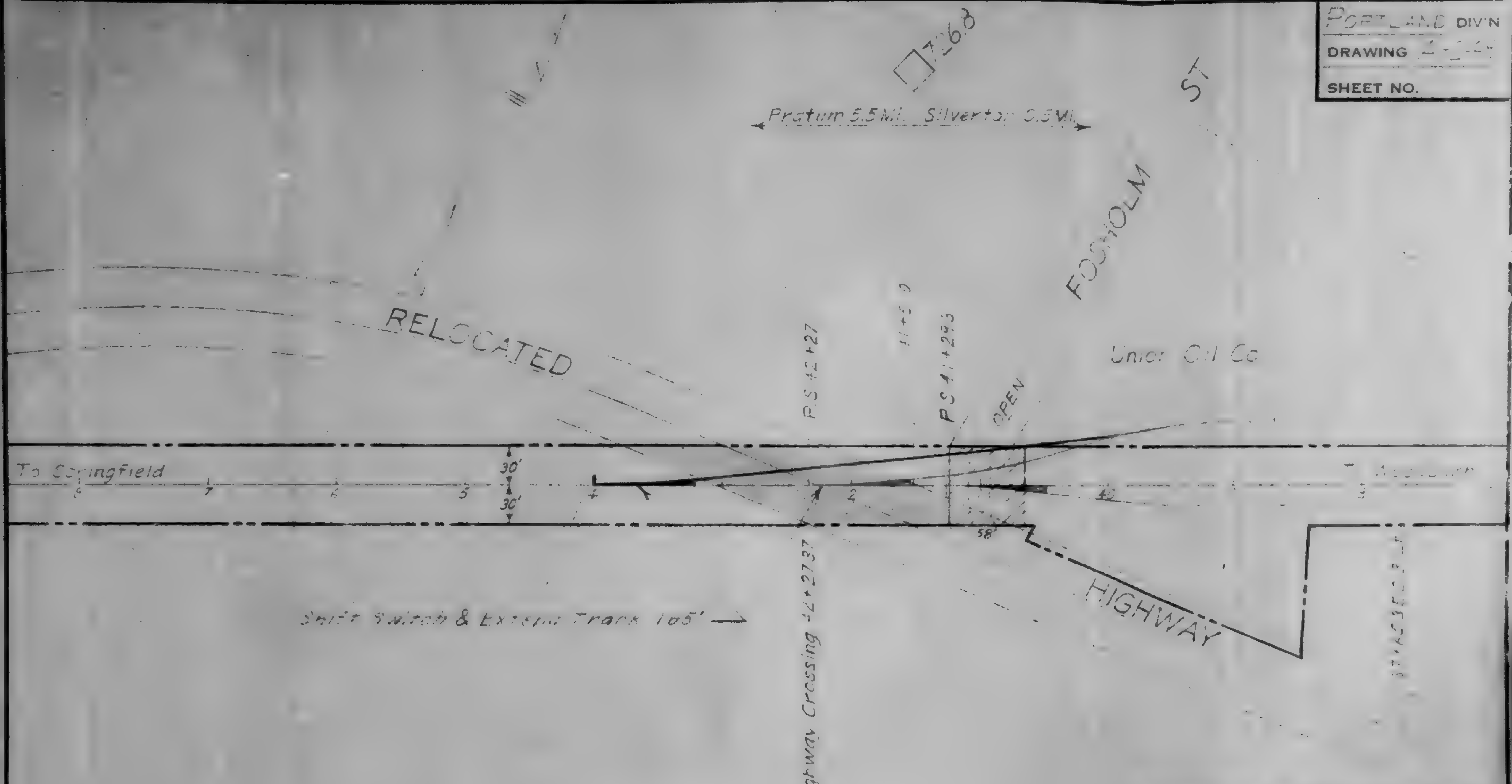
Yours truly,

L P Hopkins

PORTLAND DIV'N

DRAWING [illegible]

SHEET NO.


7268
Pratum 5.5 Mi. Silverton 0.5 Mi.
ST
FOSHOLM
RELOCATED
P.S 42+27
41+5 0
P.S 41+293
OPEN
Union Oil Co
To Springfield
6
7
8
5
30'
30'
4
2
3
58'
Highway Crossing 42+2737
Shift Switch & Extend Track 105'
HIGHWAY

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

WOODBURN-SPRINGFIELD BR

SILVERTON

Easement for Highway Crossing

Oregon State Highway Commission

[illegible]

Scale-1"=100' W.K.C Mar 12, [illegible]

DRAWER

LEGEND

▭ Yellow tint shows proposed highway crossing

▨ Hatched area shows existing [illegible]

— Red shows new work

— Yellow shows shift

ECEIVED
APR 12 1950
FOR FILING

April 11, 1950

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Further reference is made to your letter of March 16 relative to the proposed railroad grade crossing of the Salem-Silverton County Road and the Southern Pacific railroad tracks at the southerly limits of Silverton.

We have made an investigation and find that, due to proximity of a cemetery, it is impractical to attempt to move the proposed crossing. We suggest that the crossing remain as planned and that the spur track to the Union Oil Company be extended southerly a sufficient distance to clear the right of way.

As an alternate to such extension, we suggest that consideration be given to establishing the oil Company spur to connect north of the oil company plant.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

P

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
322

March 16, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Your letter February 23, in which you enclosed print of proposed railroad grade crossing of the Salem-Silverton County Road and Southern Pacific railroad, at southerly limits of Silverton.

From print you furnished and information obtained on ground we find that relocated highway will intersect our Woodburn-Springfield Branch at point of switch at Union Oil Co. We will not be able to relocate this switch and do not believe it can be abandoned.

On attached print is shown in yellow tint area of proposed new highway easement and by hatched lines showing present easement to Marion County.

We would be pleased to have you make further check to see if your highway intersection cannot be so arranged as to intersect our line beyond the Union Oil Company switch.

Yours truly,

L P Hopkins

W. C. WILLIAMS

On account of a cemetery east of crossing and south of road, it will be impossible to change the location of the grade crossing. RR switch may be moved west to clear highway

H W Libby 4/6 '50

EIVED
FOR FILING

February 23, 1950

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

As verbally requested by Mr. Bartlett of your engineering department, I enclose herewith a map print of the proposed railroad grade crossing of the Salem-Silverton County Road and the Southern Pacific railroad, at the southerly limits of Silverton.

Very truly yours,

R. H. Baldock
State Highway Engineer

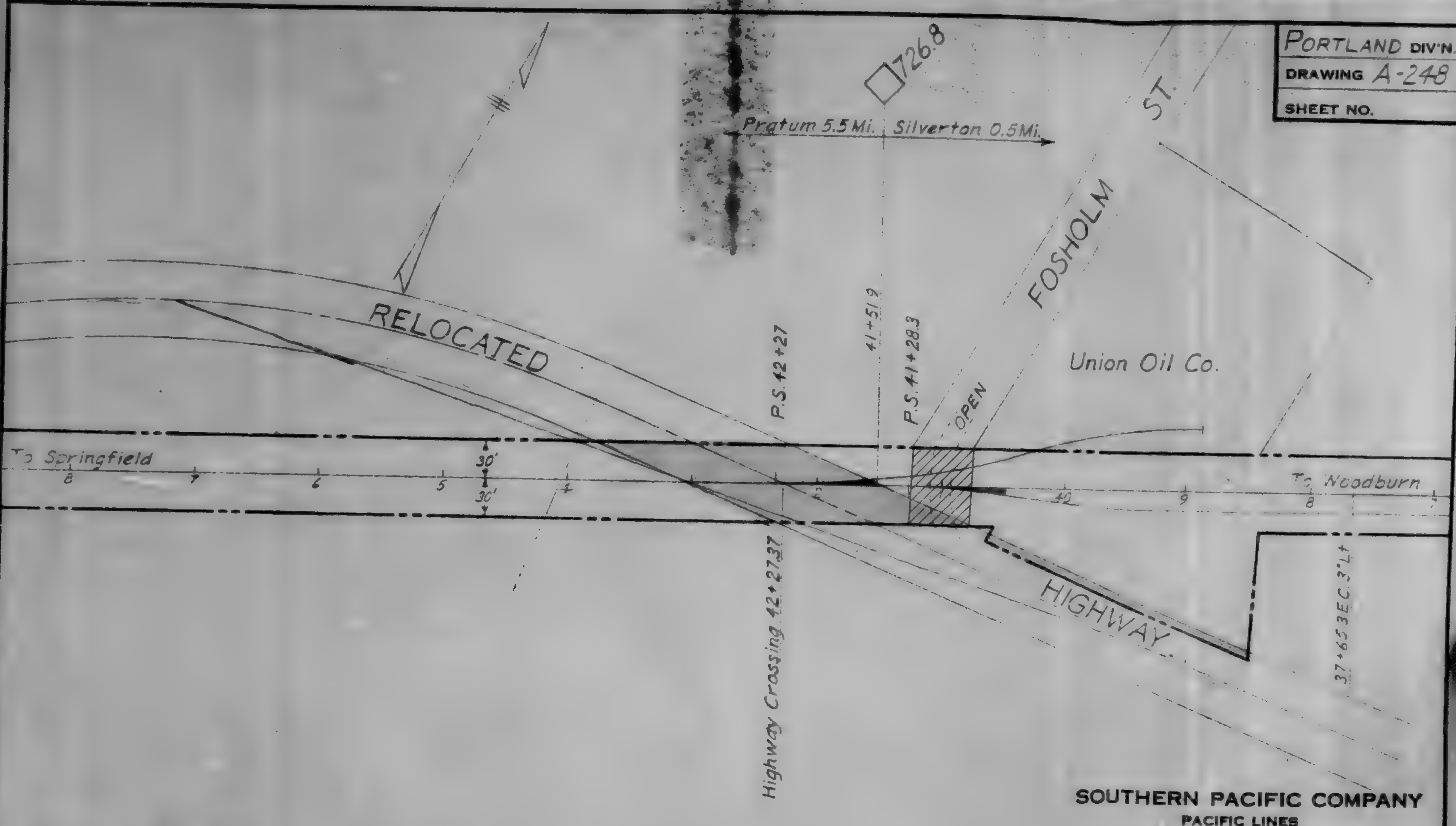
By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

PORTLAND DIV'N.	
DRAWING	A-248
SHEET NO.	



726.8
Pratum 5.5 Mi.
Silverton 0.5 Mi.
FOSHOLM ST.
RELOCATED
Union Oil Co.
P.S. 42+27
41+51.9
P.S. 41+28.3
OPEN
To Springfield
To Woodburn
30'
30'
8
7
6
5
4
2
42
9
8
7
HIGHWAY
Highway Crossing 42+27.37
37+65.3 E.C. 3°L+

LEGEND

▭ **Yellow tint** shows proposed highway crossing

▨ **Hatched area** shows existing easement

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WOODBURN-SPRINGFIELD BR.
SILVERTON
Easement for Highway Crossing
Oregon State Highway Commission

Scale - 1" = 100'   W.K.O.   Mar. 10, 1950
DRAWER

RECEIVED
JUL 7 - 1950
FOR FILING

S-4 n(3)

-4 5

Cross Referenced To:
~~Maint~~
~~Drainage~~

July 5, 1950

Mr. Roy Burt
Route 2, Box 302
Silverton, Oregon

Indexed Alphabetically

Burt, Roy

Dear Sir:

We are advised by the Southern Pacific Company that it does not intend at this time to install additional culvert facilities at Brush Creek. The Southern Pacific Company believes that, by cleaning out the ditch below the culvert, the runoff will be materially improved.

Inasmuch as the railroad is upstream from the highway, there would be no advantage in putting in additional culvert facilities under the highway until the same has been done by the Railroad Company.

In line therewith, we are not planning additional culverts in the contract to be let next.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM E-30 25M 1-50 27538

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3rd, 1950

SUBJECT:

[illegible]
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #1943, discussion with the railroad in regard to additional drainage at Station 526+26 on the Pudding River-Silverton Section.

In view of the fact that the railroad is upstream from the highway and they decline to enlarge the drainage structure, there is no reason for us to do so, and the proposed 48-inch pipe has been removed from the plans.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

H.G. Smith

Note & return
to files.

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
314

June 27, 1950

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention - Mr. W C Williams -

Dear Sir:

Yours June 19th relative to additional culvert near Silverton at the Roy Burt property.

We are still of the opinion that nothing be done at this location unless the pipe be installed that will entirely take care of this drainage. We still feel, that by cleaning out the ditch below the culvert, that the run-off will be materially improved.

Yours truly,

NOTED
H. C. [illegible]

EIVED
1950
FOR FILING

June 19, 1950

1343
1886

Mr. L. P. Hopkins
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir: (Your file 314)

In answer to your letter of June 14, regarding additional culverts on the Silverton Branch at the Roy Burt property, the Highway Department was willing to meet the railroad in installing an additional 48-inch pipe to effect relief for Mr. Burt. It would appear that the railroad would have been washed out had there ever been sufficient water in this drainage to require an additional 8' x 8' box culvert. According to Mr. Burt, the water backs up a few feet over your pipe and floods his pump installation, but I do not understand that there has ever been a runoff such as the drainage area might indicate.

Although the County is very anxious to get this matter corrected while funds are available, we of the Highway Department feel this is primarily the responsibility of the railroad, but if you are unwilling to enlarge your structure, we will, of course, drop the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

(hi)

June 19, 1950

ASSIGNMENT

No. 1943 [illegible]
By ____

Description: L. P. Hopkins' letter of June 14 re drainage facilities on Salem-Silverton Highway adjacent to property owned by Roy Burt, Silverton

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 6-19-50 me Report received ____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks:

S-2060

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. P. HOPKINS
SUPERINTENDENT

REFERRED TO 314
W.C. Williams
By W. W. STIFFLER

June 14, 1950

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Attention - Mr. W W Stiffler
Asst. State Highway Engineer

Dear Sir:

Your letter June 1st relative to additional drainage facilities on Salem-Silverton Highway adjacent to property owned by Mr. Roy Burt, RT 2, Box 302, Silverton.

Considering further our survey that was made in connection with this complaint, we feel that unless we can install a culvert that will take care of this drainage area, we do not wish to spend any money on temporary relief. When our engineer talked with Mr. Smith we had had survey made in which our engineer suggested that the creek below right of way be cleaned out, that 48" pipe be installed parallel with the existing arch and that a release be obtained from the property owner. This scheme, however, would not take care of entire drainage. Believe, however, this would relieve the situation, but feel we are not justified in recommending an expenditure for a temporary relief.

We note on your profile that your engineers show 2200 acre drainage area, which indicates an 8 x 8 box culvert. Present structure has an area of about 11 sq ft. If this drainage requires an 8 x 8 box we would then have to have an additional structure equivalent to 53 sq ft water area. In fact, the culvert would have to be larger than that to take care of drift.

We would appreciate your further comment.

Yours truly,

NOTED
W. C. WILLIAMS

RECEIVED
1950
FOR FILING

June 1, 1950

1846

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter to you under date of February 17, 1950, relative to additional drainage facilities on the Salem-Silverton Highway adjacent to property owned by Roy Burt, Route 2, Box 302, Silverton.

Based on Mr. Burt's contention that the existing culvert does not have sufficient capacity for peak runoffs, an engineering investigation was made, and a reconstruction project which is scheduled for contract letting July 10 includes the installation of one 48" pipe culvert adjacent to the 4'x3' box culvert.

Would you kindly indicate the result of your investigation and whether or not you plan to provide additional drainage area for Brush Creek.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

NOTED
W. C. WILLIAMS

WWS:me

FORM E-30 15M 8-49 3100P

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1950

SUBJECT:

Mar 116

To: Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto, for further handling by you, are five fully executed copies and one unexecuted copy of a maintenance agreement with Marion County in which the County agrees to maintain the Pudding River-Silverton Section of the Marion County Road between Salem and Silverton when construction has been completed.

The fully executed original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
attach: 6

JUN 29 1950

RECEIVED
JUN 19 1950
FOR FILING
FORM E-30 28M 6-46 32802

5-40(3)

3405

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1950

SUBJECT: File Pux 10

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Reference is made to Mr. Smith's letter to you of June 8th transmitting copy of letter from Mr. L. P. Hopkins and sketch map showing the Union Oil Company's spur track near Silverton on the Salem-Silverton Highway.

Last Thursday I met Mr. Frank A. Bartlett of the Southern Pacific Company at Myrtle Point in connection with a crossing hearing matter and he suggested to me, strictly off the record, that Union Oil Company is not shipping by rail and that there may be an opportunity of getting the spur track eliminated. He stated that Southern Pacific Company could not take any action in the matter and is not to be quoted but that he thought that either the Highway Commission or Marion County might be able to do something about the matter. The saving in cost, as disclosed by Mr. Hopkin's letter, will be $2,490.00.

I have passed the information on to County Judge Murphy and he stated that he would take up the question with the representatives of Union Oil Company. It is possible that he will attempt to arrange some sort of conference at which a representative of this Department may be asked to sit in.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. H. G. Smith

NOTED
J. W. CATTRALL

May 31, 1950

Honorable Grant Murphy
County Judge, Marion County
Salem, Oregon

Dear Sir:

Enclosed herewith in duplicate is the description of a parcel of property for which the State wishes the County to secure an easement for gravel on the Pudding River-Silverton project. Also enclosed is a copy of F. D. Eason's letter of May 23, 1950, to H. G. Smith together with two prints of our Map No. 1R-2-2536.

A copy of the easement or an option should be submitted to the Right of Way Department so that the contractor can be informed of the terms of this transaction. Anything you can do to expedite this matter will be greatly appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 29, 1950

SUBJECT: File No. 15697-R. J. Harris
Gravel Borrow Easement
Pudding River-Silverton Section
Salem-Silverton Highway

To: Mr. John W. Cattrall
County & City Relations Engr.

Dear Mr. Cattrall:

Attached hereto in duplicate is the description of a parcel of property for which the State wishes the County to secure an easement for gravel on the Pudding River-Silverton Project.

Also enclosed are two copies of F. D. Eason's letter of May 23, 1950, to H. G. Smith together with two prints of our Map No. 1R-2-2536.

A copy of the easement or an option should be submitted to the Right of Way Department so that the contractor can be informed of the fencing terms of this transaction.

Very truly yours,

J. M. DEVERS

By Earl F. Saling
Earl F. Saling

EFS:tk
Enc.

cc: Mr. F. Cooper

RECEIVED
MAY 1 1950
ENGINEER
COU [illegible] ATIONS

15697

FORM E-30 25M 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

COPY

Salem, Oregon
May 23, 1950

24-5 G.P.

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer,
Department.

Dear Sir:

Herewith a revised description covering a gravel source for the Salem-Silverton project on property owned by R. J. Harris. I looked over the ground with Judge Murphy, Mr. Swart and Mr. Harris, the owner, a short time ago and it was agreed that the original description should be altered as indicated by this new description and plat.

Mr. Harris is willing to give the County an easement to take gravel from this area provided that the brush, trees and topsoil from the brushy island are used to block the south channel adjacent to Mr. Harris' farm land. The gravel then will be taken from the island below the topsoil and out to the east property line as well as the downstream deposit along the south bank of Silver Creek. It is also understood that the contractor would be required to haul around the field as indicated, at such times as Mr. Harris would be using irrigation pipe across the alternate haul road.

This description should be submitted to the County as soon as possible so that they can make their final arrangements for the lease or easement of this property.

Yours very truly,

F. D. Eason,
Division Engineer.

FDE:AM

May 26, 1950

[illegible] 14643

Honorable Grant Murphy
County Judge, Marion County
Salem, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Attached are two copies each of descriptions of 0.063 and 0.193 acres of excess property on the Salem-Silverton county road.

It is our understanding that the County wishes to trade these two parcels for other property in the vicinity. As the Highway Commission has a purchase deed to these parcels of excess right of way, they can be deeded directly to another party by the Highway Commission. If the County will inform us of the nature of the transaction involved, a deed directly to the parties concerned in the trade can be given by the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

FORM E-10 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 24, 1950
Office

SUBJECT: File No. 14643
Middle Grove-Silverton Section
Salem-Silverton Highway

To:

Mr. John W. Cattrall
County and City Relations Engineer
State Highway Department
Office

Dear Sir:

Attached hereto are two descriptions, containing 0.063 acre and 0.193 acre, for excess property on the Salem-Silverton Highway which the County wishes to trade for other property in the vicinity. This property was acquired from the Steffen family for the proposed right of way of the highway with the thought that the highway would go straight on through rather than curve at this point. Please transfer the descriptions and sketch enclosed to the County Court for negotiation.

As the property is in the name of the State, it will have to be deeded by the State Highway Commission when the County advises us as to the transaction.

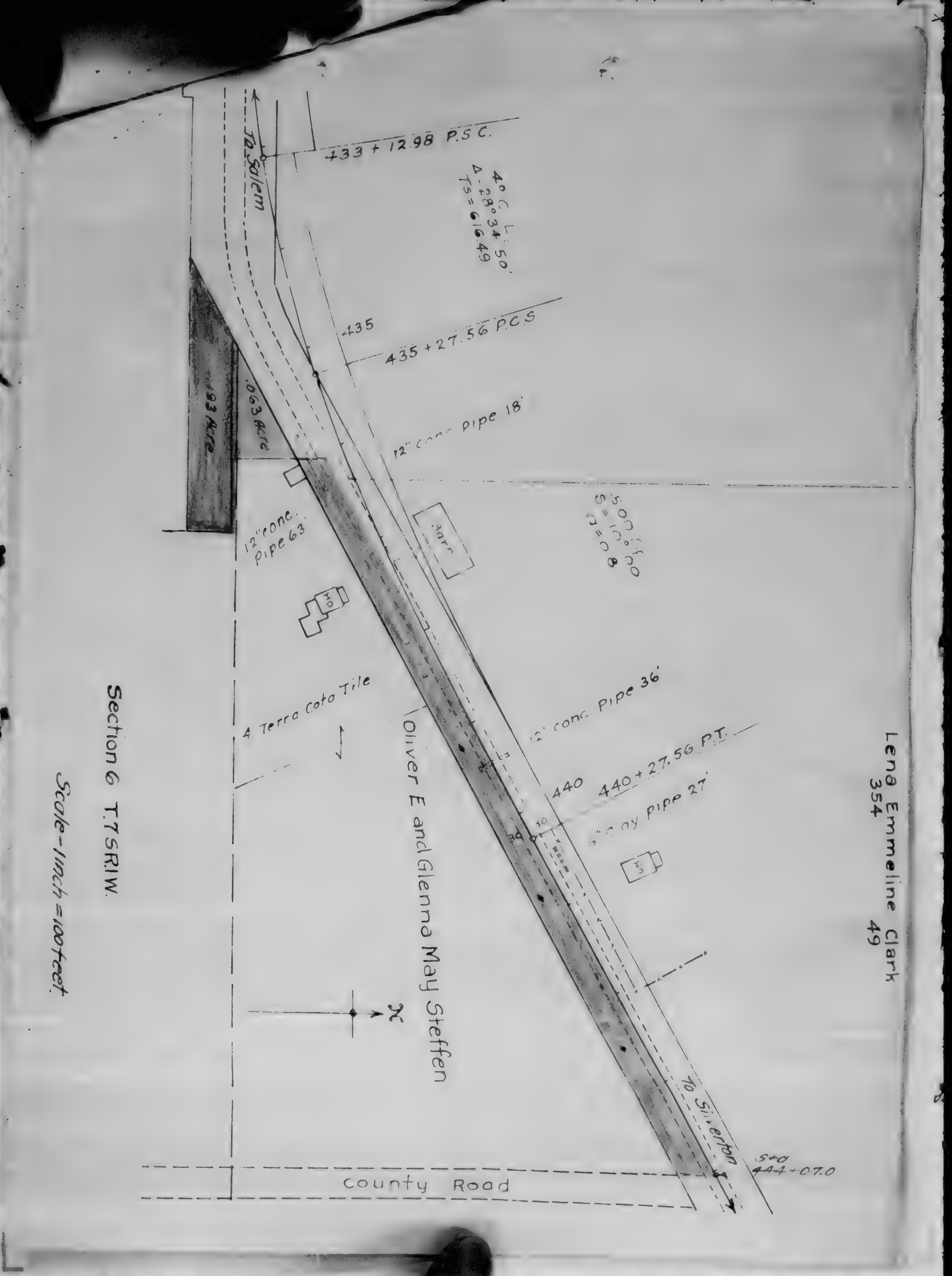
Yours very truly,

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

EFS/bdr
Enc.
cc: F. Cooper

RECEIVED
MAY 25 1950
ENGINEER
COUNTY & CITY RELATIONS


To Salem
433 + 12.98 P.S.C.
40 C.L.
Δ-28°34'50'
Ts=616.49
435
435+27.56 P.C.S
.93 Acre
.063 Acre
12" Conc Pipe 18'
12" conc. Pipe 63
Barn
5.00 S.C.
S = 10°00'
a = 0.8
H.O
4 Terra Cota Tile
12" conc Pipe 36'
440
440+27.56 P.T.
8" Clay Pipe 27'
H.O
Oliver E and Glenna May Steffen
Lena Emmeline Clark
354
49
Section 6 T.7S.R.1W.
Scale-1inch=100feet.
N
County Road
To Silverton
S+0
444+07.0

14643

State Highway

Middle Grove-Silverton Section

Marion County

Salem-Silverton Highway

in exchange for right of way
J.W.Mc. 5-12-50

A parcel of land lying in the T. C. Shaw D. L. C. No. 51, also in Section 6, Township 7 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to State of Oregon by and through its State Highway Commission, recorded in Book 395, Page 150 of Marion County Record of Deeds. The said parcel being all that portion of said property lying Southeasterly of the Southwesterly projection of a line which is parallel to and 30 feet Southerly from the relocated center line of that portion of the Salem-Silverton Highway which bears North 61° 25' 05" East from the North line of said D. L. C. No. 51; said parcel being further described as follows:

Beginning at the Northeasterly corner of said property said point being 6.26 feet South and 1824.3 feet West of the quarter corner between Section 5 and 6; thence South 0° 21' West along the East line of said property 40 feet to the Southeast corner thereof; thence South 89° 59' 55" West along the South line of said property 247 feet to said Southwesterly projection; thence North 61° 25' 05" East 83.61 feet to the North line of said property; thence North 89° 59' 55" East along said North line 173.8 feet to the point of beginning.

The parcel of land to which this description applies contains 0.193 acre.

14643

State Highway

Middle Grove-Silverton Section

Marion County

Salem-Silverton Highway

in exchange for right of way
J.W.Mc. 5-12-50

A parcel of land lying in the Wesley Shannon D. L. C. No. 52, also in Section 6, Township 7 South, Range 1 West, W. M., Marion County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 395, Page 154 of Marion County Record of Deeds. The said parcel being all that portion of said property lying Southerly of the Southwesterly projection of a line which is parallel to and 30 feet Southerly from the relocated center line of that portion of the Salem-Silverton Highway which bears North 61° 25' 05" East from the South line of said D. L. C. No. 52; said parcel being further described as follows:

Beginning at the Southeast corner of said property, said corner being on the South line of said D. L. C. No. 52 and 1886 feet West of the quarter corner between Sections 5 and 6; thence North along the East line of said property 54.8 feet to said Southerly projection; thence South 61° 25' 05" West 114.6 feet to the South line of said D. L. C. No. 52; thence East along said South line 100.6 feet to the point of beginning.

The parcel of land to which this description applies contains 0.063 acres.

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 34

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
147	160 668 Plus newly located sections of road in Sec. 2 & 3, T. 7S., R. 2W. W.M., and Sec. 34, T. 6S., R. 1W., W.M.	From US99-E in Salem northeasterly to Silverton; thence northerly to FA Route 41 at Oregon City BPR approved 5/10/50. See FAS Gen. Correspondence file	Clackamas Marion	24.39 5.55	12.04	41.98

5-17-50

May 12, 1950

NOTED
J. W. CATTRALL

Honorable Grant Murphy
County Judge, Marion County
Salem, Oregon

Dear Sir:

Enclosed is a copy of a letter from Mr. L. P. Hopkins, Superintendent of the Southern Pacific Company. The slope easements referred to are included in our right of way file number 16197 and provide for an easement for a 10' encroachment on the railroad right of way between stations 519+12 and 536+00, and a 5' encroachment between stations 536+00 and 581+68.

If you need more descriptions or maps in your dealings with the Southern Pacific Company, please let us know and we will furnish same.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 6-48 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1950

SUBJECT: Our File 16197
S. P. File 322
Encroachments on Salem-Silverton
County Road

To: Mr. John Cattrall
County and City Relations Engineer

OFFICE

Dear Mr. Cattrall:

Attached is a copy of a letter received from Southern Pacific Company, which relates to encroachments on their right of way in connection with this project. I assume that you will wish to transmit this to the County Court for their action.

Very truly yours,

J. M. DEVERS

By R L Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:MA

Encl.

RECEIVED
MAY 1[illegible] 1950
ENGINEER
COUNTY & CITY RELATIONS

C
O
P
Y

In Reply Please Refer to
322

SOUTHERN PACIFIC COMPANY

Union Station, Portland 9, Oregon

May 8, 1950

L. P. Hopkins
Superintendent

Mr. W. C. Williams
Asst State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer to your letter of April 11th, relative to location of the Salem-Silverton County paralleling Southern Pacific Company Tracks.

Understand State or County, as the case may be, will require sllope easements for widening of this road. Will you please advise what will be necessary with prints, so that authority may be obtained from our General Office for allowing these encroachments.

Yours truly,

L. P. HOPKINS (Signed)

RECEIVED
MAY 1[illegible] 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 11 1950
FOR FILING

S 40 (3)

May 10, 1950

Mr. F. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed for your approval are six copies of Supplemental Tabulation No. 34, revising FAS 147 in Marion County. A slight revision of the route in the vicinity of Silverton will result from the location agreed upon for the proposed Pudding River-Silverton Section, Oregon Project S-40 (3).

Also enclosed are five copies of sheet 2, General Highway Map of Marion County, which shows this revision in color. All copies of this map have been signed by the Marion County Court, thus indicating its approval.

If approved, Supplemental Tabulation No. 34 will reduce the mileage on the Local System and the total mileage by 0.40 mile. This 0.40 mile results from refiguring the distance from Salem to Silverton on the constructed and located line.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. John W. Cattrall

FORM E-90 25M 6-49 22902

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1950

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed are 8 copies of a suggested letter of transmittal to the B.P.R., 6 copies of Supplemental Tabulation No. 34, and 5 copies, signed by the Marion County Court, of sheet 2, General Highway Map of Marion County.

This submission requests that FAS 147 be revised in accordance with the proposed Pudding River-Silverton location as finally agreed upon by the County, State, and B.P.R.

Five copies of the letter of transmittal, 6 copies of S.T. No. 34, and 5 copies of the map should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Encl.

FORM K-123X 25M 10-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 28, 1950

Honorable Grant Murphy, County Judge
Marion County Court House
Salem, Oregon

File No. 16191-Larson
Pudding River-Silverton Section
Salem-Silverton Highway

NOTED
J. W. CATTRALL

Dear Judge Murphy:

In addition to the two borrow pits, File No. 15697, R. J. Harris and File No. 15[illegible], [illegible], to be acquired for the Pudding River-Silverton Section of the Salem-Silverton County Road, we are enclosing a description of a revised parcel to be acquired from J. C. and Lena C. Larson.

The print of your map forwarded with your letter of April 24, is returned herewith.

Very truly yours,

J. M. DEVERS

By

Earl F. Saling

EFS:tk
Inc.

cc: Mr. F. Cooper
Mr. J. W. Cattrall ✓

NOTED
J. F. HAGEMANN

RECEIVED
MAY 1 1950
ENGINEER
COUNTY [illegible] RELATIONS

NOTED
J. W. CATTRALL

April 7, 1950

File No. 16169 to 16172 inc.
File No. 16173 to 16197 inc.
Pudding River-Silverton Section
Salem-Silverton County Road

Honorable Grant Murphy
County Judge
Marion County
Salem, Oregon

Dear Judge Murphy:

Attached please find right of way descriptions for the Pudding River-Silverton Section of the Salem-Silverton County Road as listed below, together with a print of our Map No. 5B-35-18. One print of our profile will be mailed later today under separate cover.

File No.	Grantor
16169	D. A. and Linda E. Steffen
16170	Lena Emmeline Clark
16171	Oliver E. Steffen
16173	Edward and Blanch Schar
16174	Perl and Evelyn Rye
16175	William L. and Ethel M. Murphy
16176	Earl and Lydia Dettwyler
16177	Mary Mathys
16178	S. and E. Stortz
16179	F. J. and M. E. Schar
16180	A. and E. Krug
16181	O. and S. Ryseth
16182	A. A. Nafziger
16183	J. J. and Phena Moe
16184	R. R. Aubrey
16185	Mary Anna Schar
16186	Andrew and Olea Haere
16187	Fred and Bertha Krug
16188	School District No. 19
16189	Daniel F. Hillman
16190	Sumner and Myrtle Schorn
16191	J. C. and Lena C. Larsen
16192	William and Minnie Maurer
16193	Hilda E. Smith
16194	Hubert and Marie Esser
16195	Carl A. and Flora L. Benson
16196	R. M. and Pauline Cooley
16197	Southern Pacific Railroad Co.

Yours very truly,
R. H. BALDOCK

By

JOHN W. CATTRALL
County and City Relations Engineer

EWS/bdr
Encl. (20)

RECEIVED
FEB 20 1950
FOR FILING

February 17, 1950

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The State Highway Department is preparing plans for the reconstruction of the Salem-Silverton County Road from near the Pudding River Crossing into Silverton.

Mr. Roy Burt, whose property is on the south side of the railroad, advises that the culvert which carries Brush Creek through the railroad and highway embankment is too small and operates under a considerable head during heavy rains. He says this backs the water up a considerable distance on his property and floods the spring from which they obtain their drinking water. He advises that he has reported this to your roadmaster, and that an investigation was made a few days ago.

If you enlarge the culvert, I presume you will jack a pipe under your fill, but I wish to advise that the Highway Department is willing to place a similar culvert under the highway or enlarge the existing waterway in any way satisfactory to the railroad.

May we have your ideas on this in the near future, as we are about to prepare plans and specifications for the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 2, 1950

SUBJECT: Files listed below.
Salem-Silverton County Road

To: Mr. John W. Cattrall
Acting County & City Relations Engineer

Dear Mr. Cattrall:

We are attaching descriptions in quadruplicate as listed below for Marion County to acquire the relocated section of the Salem-Silverton County Road in Silverton.

Two copies of our sketch map and a duplicate copy of each statement of information are also attached for Marion County.

File Number	Name	Area
15963	J. J. And Cora B. Simpson	0.0413 acres
15964	Hugh F. and Freda Mae Bruton	0.105 "
15965	C. F. & Luela M. Luckey	0.303 "
15967	John S. and Bertha Abell	0.66 "
15968	James A. Paulsen	0.94 "
→ 15969	Julius Alm	0.993 "

Very truly yours,

J. M. DEVERS

By Earl F. Saling

Earl F. Saling

EFS:tk
Enc.

cc: Mr. F. Cooper

NOTED
J. W. CATTRALL

January 20, 1950

Honorable Grant Murphy
County Judge, Marion County
Salem, Oregon

Dear Judge:

Enclosed please find six right of way descriptions covering the new location on the Salem-Silverton Highway.

It would be appreciated if these files could be returned after the County is through with them. The descriptions and file numbers are as follows:

File No.	
15963	J. J. and Cora B. Simpson
15964	Hugh F. and Freda Mae Burton
15965	C. F. and Luela M. Luckey
15967	John S. and Bertha Abell
15968	James A. and Evelyn H. Paulsen
15969	Julius Alm

Also enclosed is a set of maps for the County's use in procuring the right of way.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CATTRALL

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1950

SUBJECT: Pudding River-Silverton County Rd.

To: Mr. John Cattrall
County and City Relations Engineer

OFFICE

Dear Mr. Cattrall:

I hand you herewith descriptions covering six parcels of property on the Pudding River-Silverton County Road. These descriptions are for the changed alignment at the easterly end of the project. It is my understanding that you will transmit these to the County Court of Marion County for acquisition.

Very truly yours,

J. M. DEVERS

By
FORREST COOPER
Right of Way Engineer

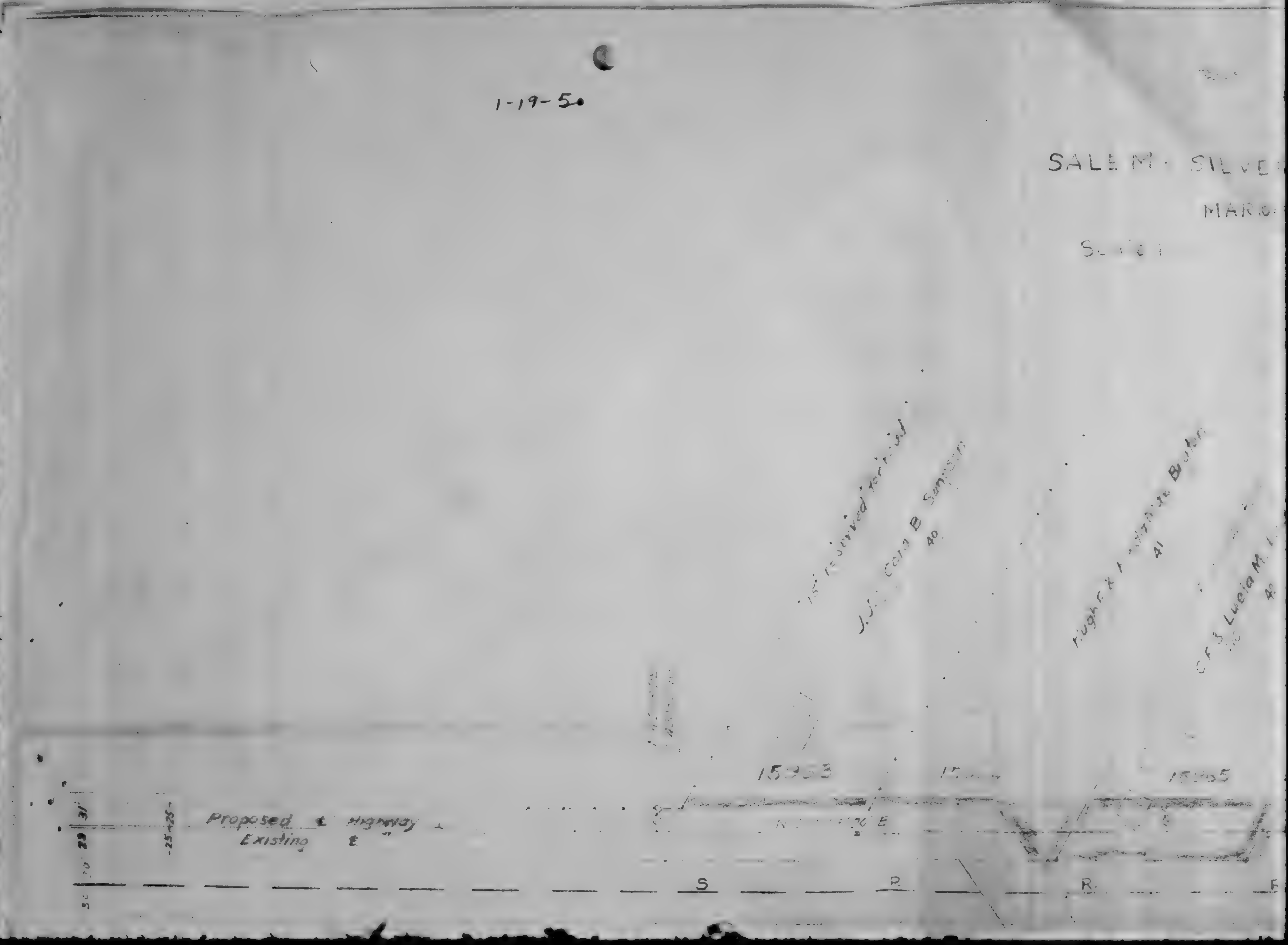
FC:MA

Encl.

RECEIVED
JAN 20 1950
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

1-19-5.


SALEM - SILVE
MARC
Sc
15' reserved for road
J. J. & Cora B. Simpson
40.
Hugh & [illegible] Braden
41
C. F. & Lucia M.
42
15953
15
15955
Proposed ℄ Highway
Existing ℄
31'
29
30'
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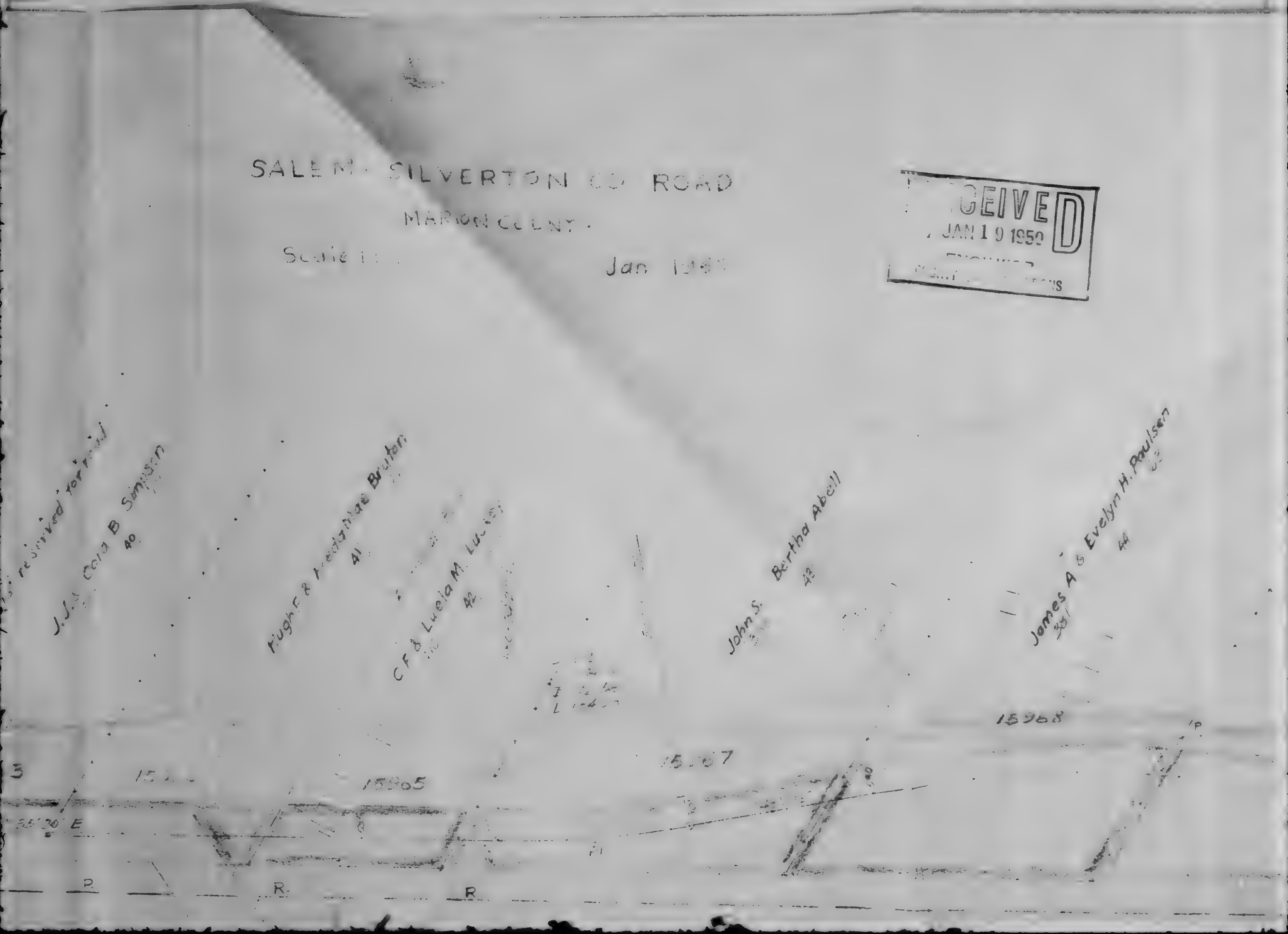
F



SALEM - SILVERTON CO. ROAD

MARION COUNTY

Scale 1:

Jan 1959

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JAN 19 1959

reserved for road
J. J. & Cora B. Simpson
40
Hugh & Meda Mae Bruton
41
C F & Lucia M. Lucier
42
John S. Bertha Abell
43
James A & Evelyn H. Paulsen
44
3
15805
15967
15968
E
P
R
R

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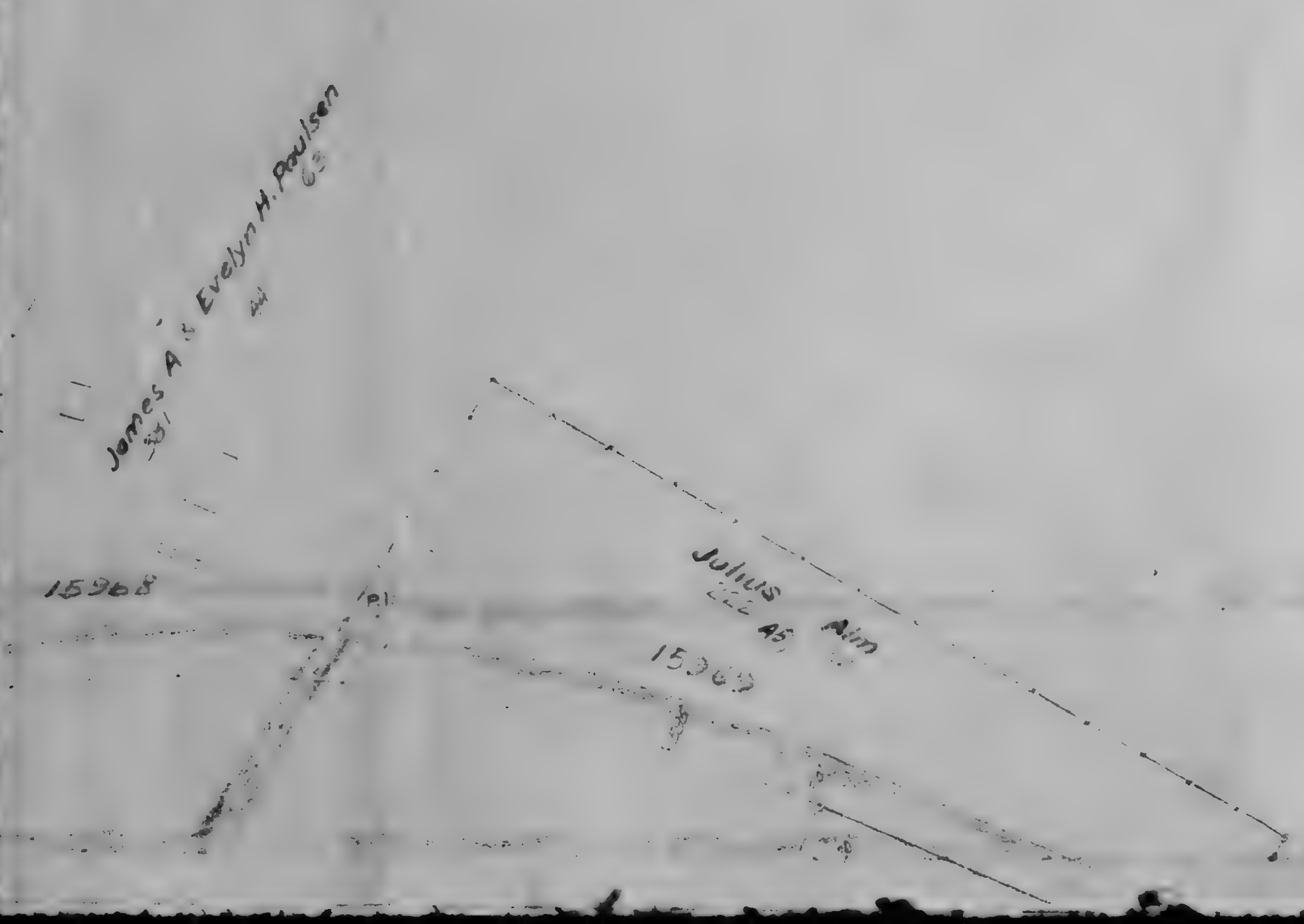
N 1 9 1952


James A. & Evelyn H. Paulsen
331
44
63
15968
P.I.
Julius Ahn
222 45
15969

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Proposed ℄
Existing ℄ Highway
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Hughe & ...da
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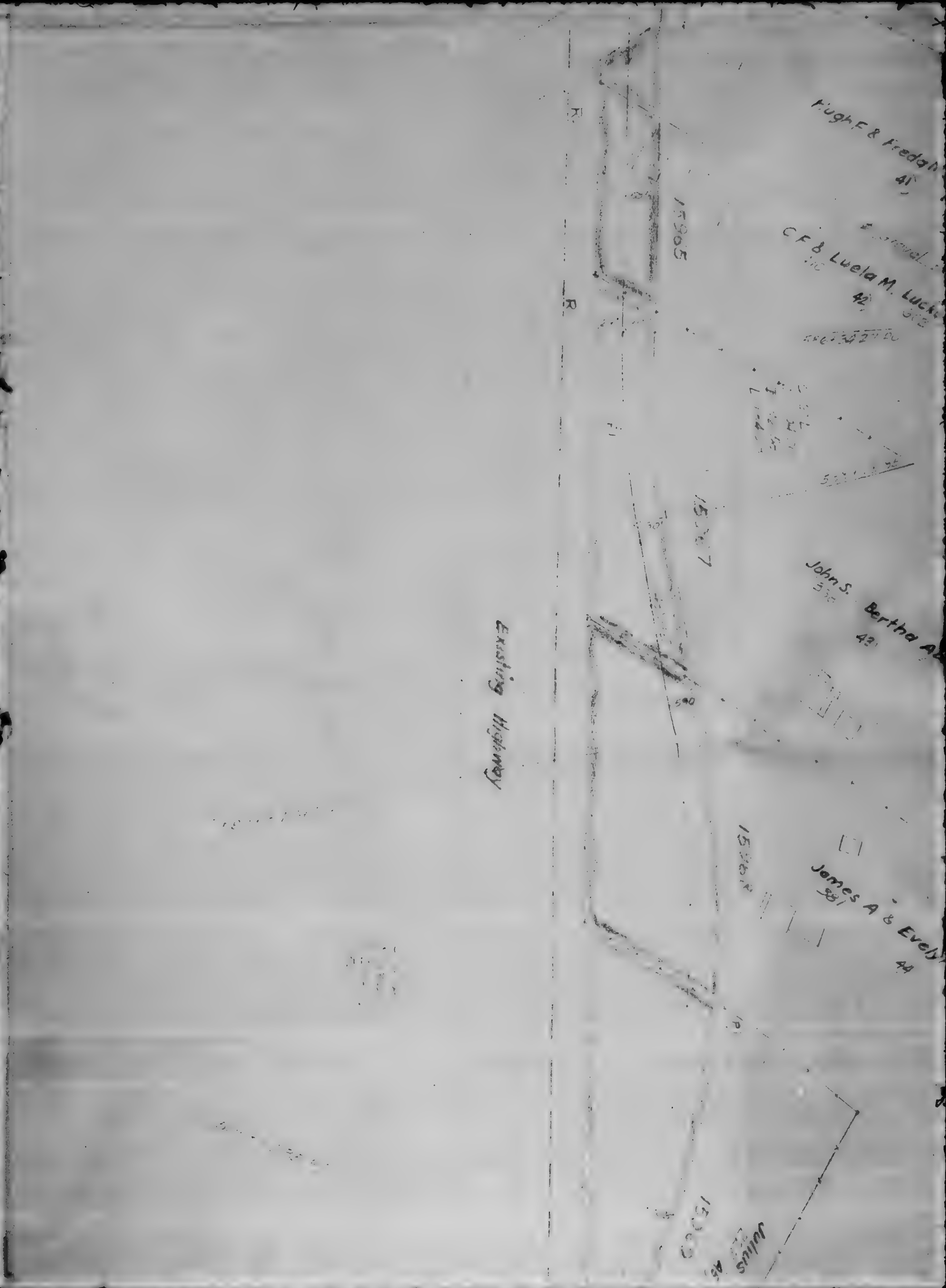
C.F. & Lucia M. L
42

R
R
15905
Hugh F & Freda M
41
C F & Luela M. Luck
42
John S. Bertha A
43
Existing Highway
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James A & Evely
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Julius
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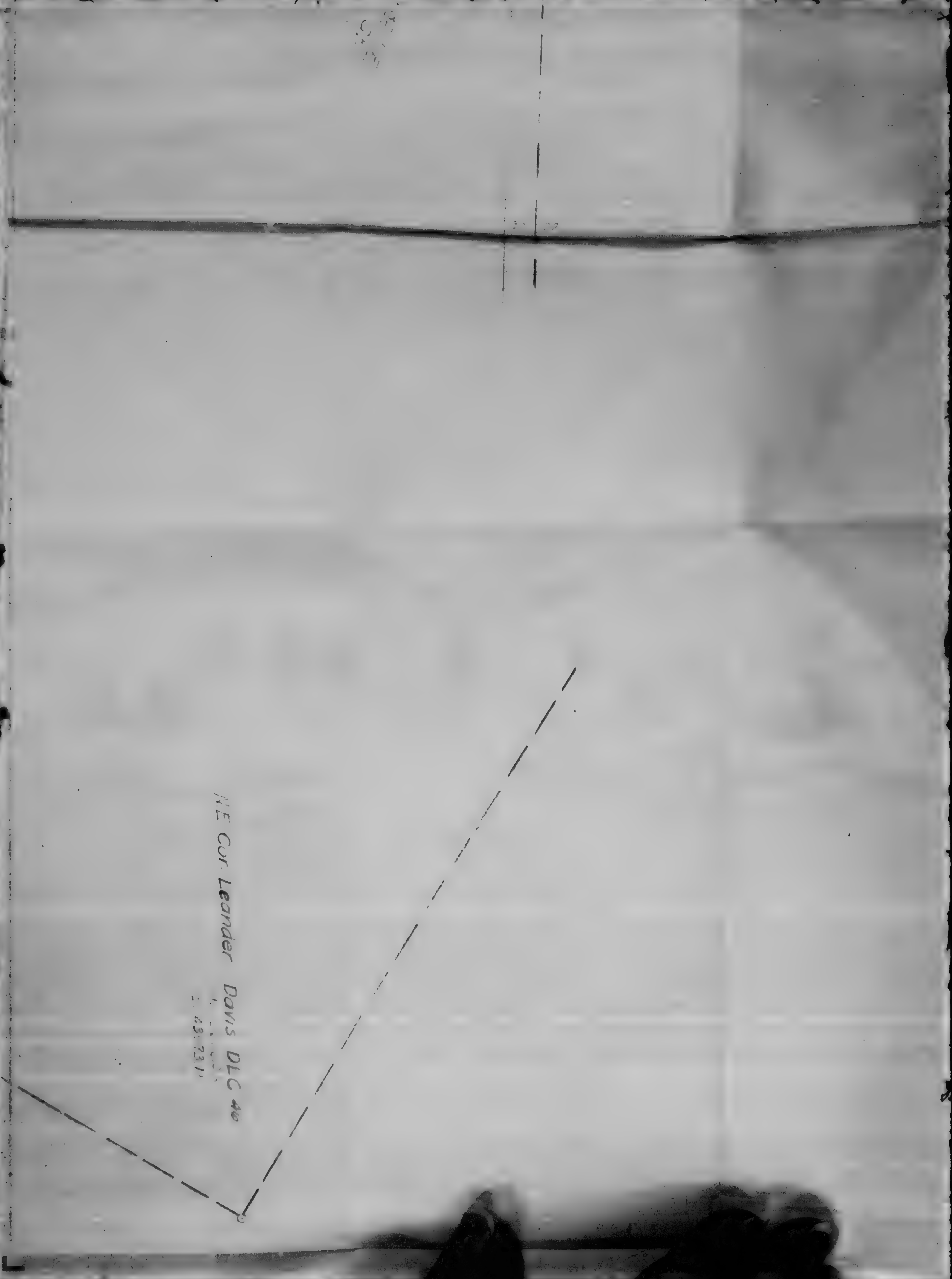
P.I.
Julius Ahn
45
15960


N.E Cor. Leander Davis DLC 40
43.73.1

December 30, 1948

Honorable Grant Murphy
County Judge, Marion County
Salem, Oregon

Dear Judge Murphy:

As you requested, I have discussed the matter of lend leasing a right of way agent to Marion County with Mr. J. M. Devers, Chief Counsel to the Highway Commission. Mr. Devers has indicated that he will cooperate with the Court in this matter. Therefore, I suggest that you discuss it directly with him.

For your information, the survey is complete on the new section of the Salem-Silverton road and the necessary right of way descriptions are in the hands of our Right of Way Department. They could be secured at any time.

If any matters come up that we may give you any assistance on, please feel free to call on us.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

FC:MM

NOTED
JOHN W. CATTRALL

RECEIVED
FOR FILING
5-4-[illegible]
[illegible]

December 15, 1949

Oregon State Highway Commission

Gentlemen:

In our second postwar program there has been budgeted an amount of $425,000 to construct the Pudding River-Silverton Section of the Salem-Silverton County Road, Federal Aid Secondary Highway No. 147. The $425,000 included $50,000 for a bridge over Pudding River and $75,000 for an overpass of the Southern Pacific Railroad's Silverton Branch line.

At the time the survey was made there were some nine or ten train movements per day, they being particularly logs and lumber. The number of train movements on this branch line has now decreased to only one per day, and the Southern Pacific Company advises that it sees no prospect of any material increase in train traffic. With only one train movement per day, the construction of an overhead crossing at a cost of $75,000 is not warranted for a secondary highway of this type, and the Public Roads Administration will not approve a grade separation.

The relocated line was selected almost solely for the reason of its affording an excellent location for a grade separation.

If a grade crossing is not to be constructed and a crossing of the tracks effected at grade, then the existing alignment will serve as well as the relocation.

To construct on the new location without a grade separation is estimated to cost $331,000, plus some $25,000 right of way which the County would acquire. To reconstruct the highway on the existing alignment is estimated to cost $181,000, plus approximately $8,000 of right of way. Based on the above facts and considering the grade separation as being eliminated, there is no justification for the expenditure of the larger sum, a difference of $150,000 construction and $17,000 right of way on the new route. I recommend to you, therefore, that we improve the existing alignment at an estimated cost of $181,000 and reallocate the balance of funds elsewhere.

The improvement of the existing route is concurred in by both Marion County and the Bureau of Public Roads.

This matter will be on the next agenda, and I urge your early approval, so that we may make the necessary surveys to improve the existing route, furnish descriptions of rights of way to the county so that they may acquire the right of way and call for bids on the project in April or May, if possible, so that the work can be completed this year. The Secretary will have a map for your use in studying the alternate routes.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr . W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke

File

W C [illegible]

RECEIVED
SEP 9 [illegible]
FOR FILING

September 8, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We understand that a substantial relocation is planned for Oregon FAS 147, Salem - Silverton Highway and shown as S-40(3) and SG-40(4), items No. 83 and 86 respectively on the Oregon Federal Aid Secondary Highway Program.

If this revision is as substantial as represented by local citizens, then formal action will be required for a system change and, in fact, should have preceeded program action.

This matter is called to your attention at this time to avoid future delays.

Very truly yours,

T. M. DAVIS
District Engineer

Engineer to District

Salem, Oregon
December 2, 1948

Mr. W. C. Williams
OFFICE

Following up Mr. Baldock's letter to Marion County Court in accordance with your instructions, the matter of securing right-of-way for the Pudding River - Silverton section of the Silverton - Salem county road has been discussed with Mr. Ed Rogers and Mr. Roy Rice, County Commissioners of Marion County.

These gentlemen have agreed that, if the State will construct the project as tentatively set up in Mr. Baldock's letter, Marion County will secure the right-of-way. I will have the County Court confirm this by letter.

Forrest Cooper
Engineer, County and City Relations

FC:MM

NOTED
FORREST COOPER

NOTED
JOHN W. CATTRALL

NOTED
J. F. HAGEMANN

RM E-123X 10M 2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 1, 1948

RECEIVED
DEC 2 1948
ENGINEER
COUNTY & CITY RELATIONS

County Court of Marion County
Salem, Oregon

Gentlemen:

In considering the construction program for the years 1949 and 1950, the Highway Commission is considering, among other projects, the grading and paving of the Pudding River-Silverton Section of the Salem-Silverton County Road, which is FAS No. 147. The project would also include construction of a new bridge over Pudding River and a railroad overpass. The length of the section is 3.4 miles and is estimated to cost $325,000.

As this road is not on the State Highway System, the Commission will consider its improvement with State and Federal funds only in the event that necessary rights of way will be acquired by the County without cost to the State. A minimum 60-foot right of way will be required on existing locations. Where a new route is selected, requiring the purchase of all new rights of way, the minimum right of way required would be 80 feet, but existing rights of way with a minimum of 60 feet will be accepted on existing roads, unless additional width is necessary for slopes or drainage.

R/W [illegible] and [illegible]

Mr. Forrest Cooper, City and County Relations Engineer, or his representative, will contact you shortly and go over the project and endeavor to answer any questions you may have with regard to the project. After this visit, would appreciate an answer from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Forrest Cooper

NOTED
JOHN W. CATTRALL

313-1702 Burns Sec., W. Fillmore St. 1950

#3406

RECEIVED
NOV 19 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 8, 1951

[illegible] (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3406	4-final	Russell Olsen Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19409	R-27303	$ 750.00	Nov. 7, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1951

Time Extensions: Extended to Aug. 31, 1951 without penalty

Completion Date: Aug. 18, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-14-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

RECEIVED
OCT [illegible] 1951
FOR FILING

312-19 [illegible]

24 [illegible]

October 15, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3406 for grading and surfacing on the Burns (W.Fillmore St.) City Street Section in Harney County was completed by the contractor, Russell Olson Construction Co., on August 18 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $750 will be released to the contractor on or after October 25, 1951. The total contract amount is $15,365.04, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pownall,Taylor & Hays
Cascade Bldg.
Portland, Oregon

NOTED ON CARD
10-15-51

RECEIVED
FOR FILING

313-1702

3406

September 10, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Russell Olson Construction Co. on contract No. 3406, for grading and surfacing on the Burns (W.Fillmore St.) Section in Harney County. This payment, in the amount of $5349.27, will be made on or after September 20, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pownall,Taylor & Hays
Cascade Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
5 1951
FOR FILING

313.1702

3406

September 4, 1951

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 20, 1951, had under discussion your request for an extension of time of 62 days, from June 30 to August 31, 1951, within which to complete your contract No. 3406 for grading and surfacing on the Burns ([illegible]. Fillmore Street) Section in Harney County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

J. T. Burch,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1951

Section Burns (West Fillmore Street)

Kind of work Grading and oil mat surfacing

Highway Burns - City Street

Section prefix 313-1702

Contractor Russell Olson Construction Company

Contract number 3406

Date of contract August 31, 1950

Date of completion June 30, 1951

Extension applified for to Aug. 31, 1951

Date work started September 28, 1950

Estimated date of completion August 18, 1951

Amount of contract $ 15,303.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 15,365.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1154.00, 7.5 %

Date project was completed August 18, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed on August 18, 1951.

Semi-final estimate sent to Division Engineer.

Final report.

NOTED
H.G. SMITH

NOTED
W. [illegible]

NOTED
B. A. MARTIN

RECEIVED
AUG 27 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.50	0.50		0.50	
Miles partially completed					
Miles completed	0.50	0.50		0.50	
Total estimated quantities	Completed	Completed		Completed	
Estimated quantities moved or placed to date	887.6 cy.	4974. cy.		44.75 tons asphalt 365. cy. aggregate	
Average daily quantities	Completed	Completed		Completed	
Average daily quantities necessary to complete project on time	Completed	Completed		Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						None working	
Men and teams						Completed	
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	None	
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 49418

RECEIVED
FOR FILING

313-1702

3406

August 15, 1951

Oregon State Highway Commission

Request for Extension of Time
No. 6
August 20 and 21 Meeting

Gentlemen:

Herewith is a request from the Russell Olson Construction Company for an extension of time on Contract No. 3406, West Fillmore Street in the city of Burns, from June 30, 1951 to August 31, 1951.

Because of the small amount of oiling aggregate required on the project, the contractor waited until a crushing plant had been set up in the vicinity of Burns in order that he might obtain his material.

The non-completion of the project within the time limit caused no inconvenience to the public nor to the Department, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
EAP:sh bl

RECEIVED
SEP 28 1950
FOR FILING

313-1702

3406

September 27, 1950

Russell Olson Construction Co.
Box 272
Pendleton
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 3403, covering the Joseph (Highway and City Streets) Section of the Joseph-Wallowa Lake Secondary Highway and City Streets of Joseph, Wallowa County, awarded August 22, 1950.

Contract No. 3406, covering the Burns (W. Fillmore St.) City Street Section in Harney County, awarded August 31, 1950.

We are also mailing executed copies of the above contracts to the sureties on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded #

NOTED
J. W. CATTRALL

Salem, Oregon
September 1, 1950

City of Burns
Special City Allotment Project

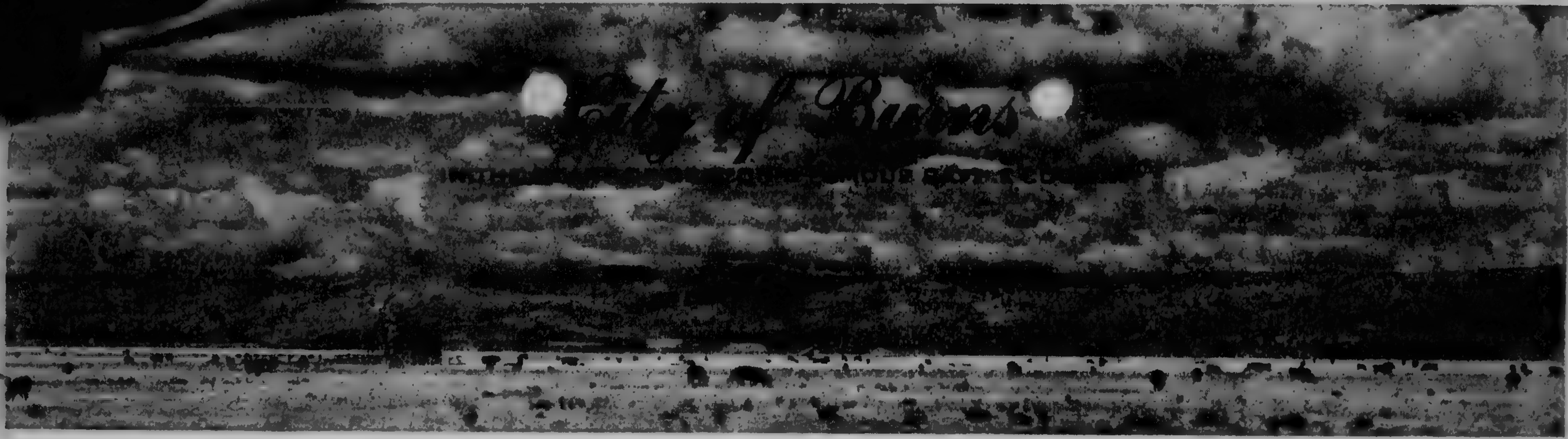
W C Williams
Assistant State Highway Engineer

Attached is a copy of a letter from the City of Burns stating that the City will pay the cost of drainage items in accordance with the bid received from Russell Olson on Aug 22. This clears this project for contract award in-so-far as this office is concerned.

John W Cattrall
Engineer County and
City Relations

cc S H Probert

City of Burns



BURNS, OREGON

R. M. LOWE
MAYOR

CHESTER CRADDOCK
DALE EGGLESTON
CHESTER FELT
M. O. TIMMS
COUNCILMEN

R. E. KRIESIEN
ATTORNEY

GEO. P. HUGHET
RECORDER AND
PURCHASING AGENT

W. D. LIPSCOMB
CHIEF OF POLICE

JOHN H. WEARE, M. D.
HEALTH OFFICER

FRANK V. DESILETS
TREASURER

LOUIS C. GELBRICK
WATER & STREET SUP'T.

August 29, 1950

NOTED
J. W. CATTRALL

John W. Cattrall, Engr.
County & City Relations
Oregon State Highway Comm.
Salem, Oregon

Aug. 24, 1950
John W. Cattrall
Drainage, Fillmore St.
Unit Bid $542. excess

Dear Mr. Cattrall:

Your letter of August 24, with regard to unit bid on drainage of Fillmore Street has received the attention of the Common Council.

Please be advised that the City of Burns will meet its obligation as regards the additional cost of $542.00 on unit bid for the drainage of Fillmore Street special allotment project.

RECEIVED
AUG 31 1950

Very Truly Yours
Geo. P. Hughet
Geo. P. Hughet
City Recorder
Burns, Oregon

RECEIVED
NOV 14 1950
FOR FILING

313-1702

3406

AGENDA
SEP 28 1950

August 31, 1950

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Dear Mr. Olson:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and oiling work on West Fillmore Street in the City of Burns, Harney County. This award was based on your low bid of $15,303 submitted on August 22, 1950.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts
Enc.

cc - H. G. Smith
S. H. Probert
Goldie Lewis
L. R. White (S.I.A.C.)

GET CONFIRMED

S & C

vice desired;
is message will be
as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER	X	NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 31, 1950
4:15 p.m.

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

State Highway Commission awarded you today contract for grading, surfacing and oiling on West Fillmore Street in the City of Burns, Harney County, based on your low bid submitted August 22, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary

Oregon State Highway Commission

RECEIVED
FOR FILING
FORM E-30X 15M 8 50 40301

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 30th, 1950
Salem, Oregon

SUBJECT:

To:

S. H. Probert
Office Engineer

E. F. Chidsey
Division Engineer

Herewith one unexecuted copy of Agreement with the city of Burns covering the $250.000 City Allotment project on West Fillmore Street in that City.

John W. Cattrall
Engr. County & City Relations

Robert H. Prange
By: Robert H. Prange
Office Engineer

RHP:hlt
Encl.
cc: Mr. L. H. Warfield

[illegible]
WARFIELD

August 24, 1950

Mr. George P. Hughet
City Recorder
Burns, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

On August 22 the State Highway Commission received a satisfactory bid for the special city allotment project on West Fillmore Street in the City of Burns. Under this bid, however, the total cost of the items to be paid for by the City is $3,142. This is $545 more than the $2,600 estimated in the agreement between the City and State. The items involved in the unit bid price are as follows:

Item	Quantity	Unit Bid Price	Total
Structural Excavation	14 cu. yd	$10.00	$ 140.00
12" corrugated metal pipe	500 l.f.	2.75	1,375.00
18" " " " "	44 l.f.	4.25	187.00
58" Arch Type corr. metal pipe	36 l.f.	40.00	1,440.00
		Total	$3,142.00

As per your request at the time of signing the agreement, the award of a contract is being held pending an expression of the City's wishes in this matter. If the City will be able to fulfill its obligations as set forth in the agreement, please notify this office immediately by letter and a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWH:MM
cc: Mr. R. M. Love, Mayor

NOTED
J. W. CATTRALL

Salem, Oregon
August 10, 1950

Assignment No. 2064 - WCW

Mr. W. C. Williams
OFFICE

Enclosed are three copies of an agreement covering the special city allotment project in the City of Burns approved by the Commission on April 24, 1950. Two copies have been duly executed by the proper city authorities and are now ready for presentation to the Commission. As provided in the agreement, a check from the City of Burns for $2,600 has been forwarded to Mr. H. B. Glaisyer.

The project as approved provided for the State to pay the entire cost - estimated to be $14,000 - with the understanding that the City would, with their own forces, construct the required drainage. At the City's request, this drainage has been included in the contract with the provision that the City shall pay the entire cost of said drainage which is presently estimated to be $2,600. The agreement has been written accordingly with the estimated State and total cost to be $14,000 and $16,600 respectively.

In addition, two copies of a letter over the signatures of the City Recorder and Mayor of Burns have been forwarded to the Construction Department. This letter authorizes free removal of cinders from the City controlled pit for use on this project.

This completes Assignment No. 2064.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

Salem, Oregon
August 10, 1950

Mr. H. B. Glaisyer
Secretary

Herewith Check No. 179 in the amount of $2,600 representing the advance deposit from the City of Burns for the city's share in the cost of the $250,000 city allotment project in that city.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. Malcolm Hawke
Chief Accountant

Salem, Oregon
August 10, 1950

Mr. H. G. Smith
Construction Engineer

Attention: E. Pease

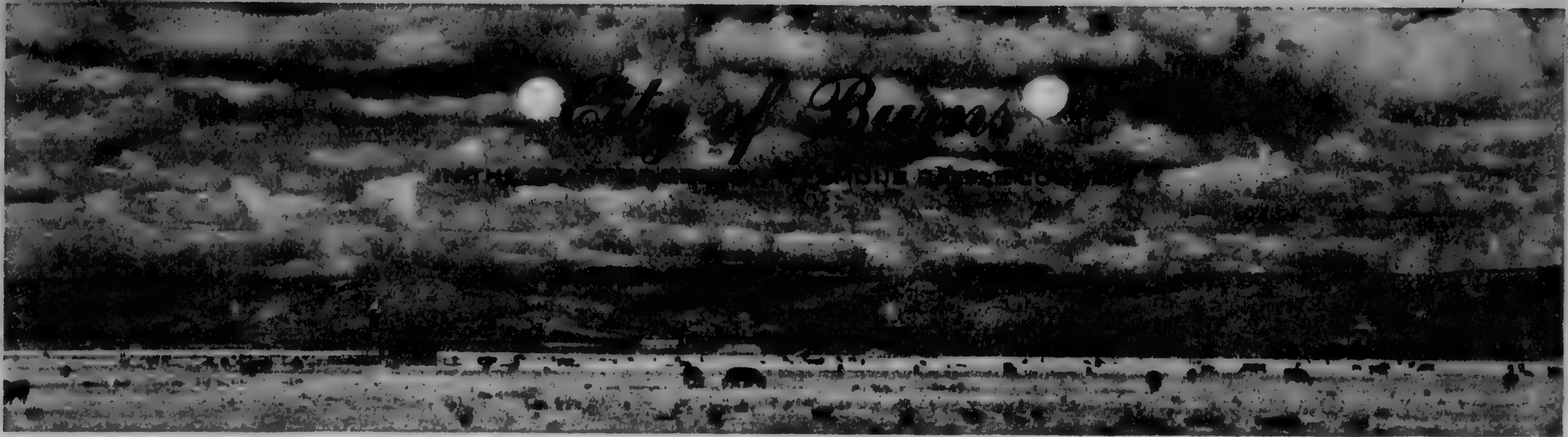
Attached are two copies of a letter from the City of Burns authorizing free removal of cinders from a city controlled pit.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:[illegible]
Att.



BURNS, OREGON

R. M. LOWE
MAYOR

CHESTER CRADDOCK
DALE EGGLESTON
CHESTER FELT
M. D. TIMMS
COUNCILMEN

R. E. KRIESIEN
ATTORNEY

GEO. P. HUGHET
RECORDER AND
PURCHASING AGENT

W. D. LIPSCOMB
CHIEF OF POLICE

JOHN H. WEARE, M. D.
HEALTH OFFICER

FRANK V. DESILETS
TREASURER

LOUIS C. GELBRICK
WATER & STREET SUP'T.

August 8, 1950

State Highway Comm.

Salem, Oregon

Gentlemen:

The City Council of Burns, Oregon, by appropriate action, has authorized the free removal of cinders by the State Highway Commission contractor from the city controlled cinder pit located approximately 0.7 miles West of the Central Oregon Highway, Mile Post 126.57. Said cinders are to be used only for the reconstruction of West Fillmore Street as provided in the Special City Allotment project approved by the State Highway Commission April 24, 1950.

Very Truly Yours

Geo. P. Hughet

Geo. P. Hughet, Recorder, City of Burns

R. M. Lowe

R. M. Lowe, Mayor, City of Burns

Salem, Oregon
August 2, 1950

NOTED
J. W. CATTRALL

Mr. J. M. Devers
Chief Counsel

Enclosed are three copies of an agreement with the City of Burns covering the Special City Allotment project approved by the Highway Commission on April 24, 1950.

Your attention is called to the fact that the project as originally approved by the Highway Commission called for grading, surfacing, and oiling by the State at an estimated cost of $14,000, with the understanding that the City of Burns would install required drainage with their own forces. Since then, the City has requested in writing that this drainage work be included in our contract, the City to pay all costs of said drainage work. The enclosed agreement has been written accordingly, and paragraph 1(b) varies from the standard form to cover this development.

If the agreement meets with your approval, please sign and forward two copies through the proper channels. The third copy is for your records.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

cc: Mr. W. C. Williams

City of Burns

BURNS, OREGON

R. M. LOWE
MAYOR

CHESTER CRADDOCK
DALE EGGLESTON
CHESTER FELT
M. O. TIMMS
COUNCILMEN

R. E. KRIESIEN
ATTORNEY

GEO. P. HUGHET
RECORDER AND PURCHASING AGENT

W. D. LIPSCOMB
CHIEF OF POLICE

JOHN H. WEARE, M. D.
HEALTH OFFICER

FRANK V. DeSILETS
TREASURER

LOUIS C. GELBRICK
WATER & STREET SUP'T.

NOTED
J. W. CATTRALL

July 27, 1950

Harold C. Ayres, Field Eng.
County & City Relations
Oregon State Highway Comm.
Salem, Oregon

Drainage :
Fillmore St.
Include in
Call for Bids

Gentlemen:

This will confirm my telephone conversation as of this date relative to the inclusion in your call for Bids, Drainage on the Fillmore Street Project for which the City of Burns will pay the cost.

This authorization given at the regular meeting of the Common Council July 26, 1950, 8.00 P.M.

Very Truly Yours
Geo. P. Hughet
Geo. P. Hughet
City Recorder
Burns, Oregon

RECEIVED
JUL 28 1950
ENGINEER
COUNTY & CITY RELATIONS

NOTED

$250,000 city allotment (1950)

Burns ~~4-10-50~~

Preliminary Estimate

West Fillmore Street from Central Oregon Highway to Eagan Avenue a distance of approximately 0.51 mile

Grade Street to 40' width; place cinder base; place 0-11 Oil mat 24' in width

Item	Quantity	unit price	Total
Grade & Shape Street	all required	lump	$850.00
Haul and place Cinder base material	5000 Cyds	$1.25	6250.00
Preparation of grade	0.51 mile	1000.00	510.00
Furnish and place Aggregate	425 Cyds	6.00	2550.00
Furnish and place asphalt	45 tons	50.00	2250.00
	Estimated Construction Cost		$12,410.00
	10% Engineering & Contingencies		1241.00
	Estimated Preliminary Engineering		350.00
			$14,001.00

$14,000.00

City to widen culvert at drainage ditch to 60'

HCA
4-10-50

Burns

The city has requested aid in repairing 3 streets, the only street that is receiving excessive wear due to heavy increase in population in the area or heavy and unusual traffic is Fillmore Street, The area surrounding this street has had a very heavy increase in population as the two active sawmills are located adjacent to this street and until street becomes practically impassible was used by the many employees of the large Hines mill to reach other parts of town.
also log trucks from the south use Fillmore Street to reach the saw mill at the south end of Eagan Avenue
67 new residents in past year

This project on Fillmore Street qualifies and ~~has~~ is ~~to~~ recommended for approval

HBA
3-30-50

BURNS
Fillmore Street near Central Oregon Highway
Looking Easterly [illegible]/31/50

[illegible]
[illegible]
[illegible]

Burns 3-30-50

Preliminary Estimate

West Fillmore Street from Central Oregon Highway to Egan Avenue a distance of approximately 0.51 mile

Grade to 40' width place cinders in varying depths, place O-11 oil mat 24'

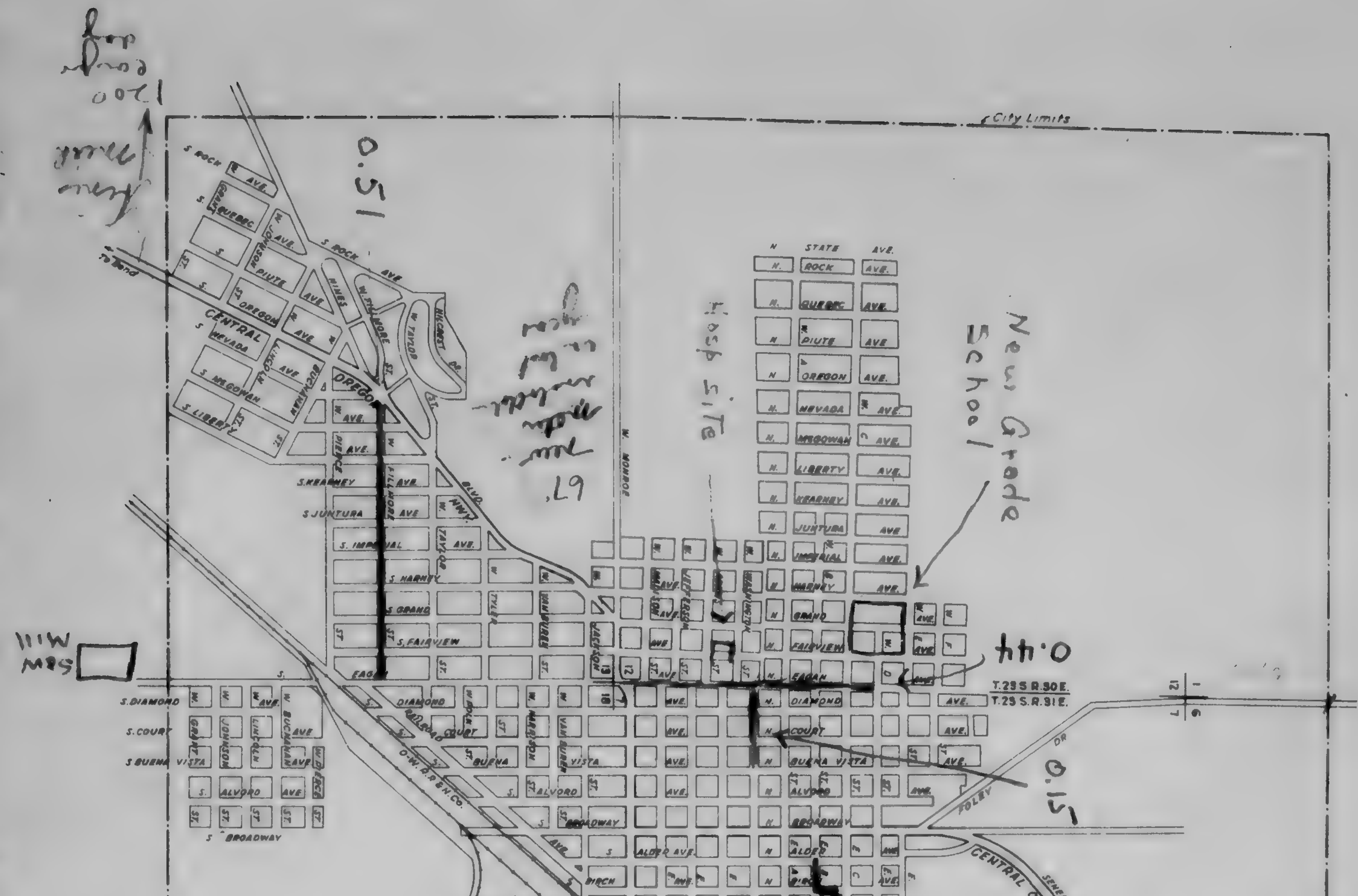
Grade	As required		$850.00
Haul & place Cinders	5000 cu yds	$1.25	6250.00
Inspection of grade	0.51 mile	1000	510.00
Furnish & place aggregate	425 cu yds	6.00	2550.00
[illegible] & place 151-200	45 tons	50.00	2250.00
			12410.00
	10%		1241.00
	Prel. Eng.		~~500.00~~
			350.
			$14,151.00

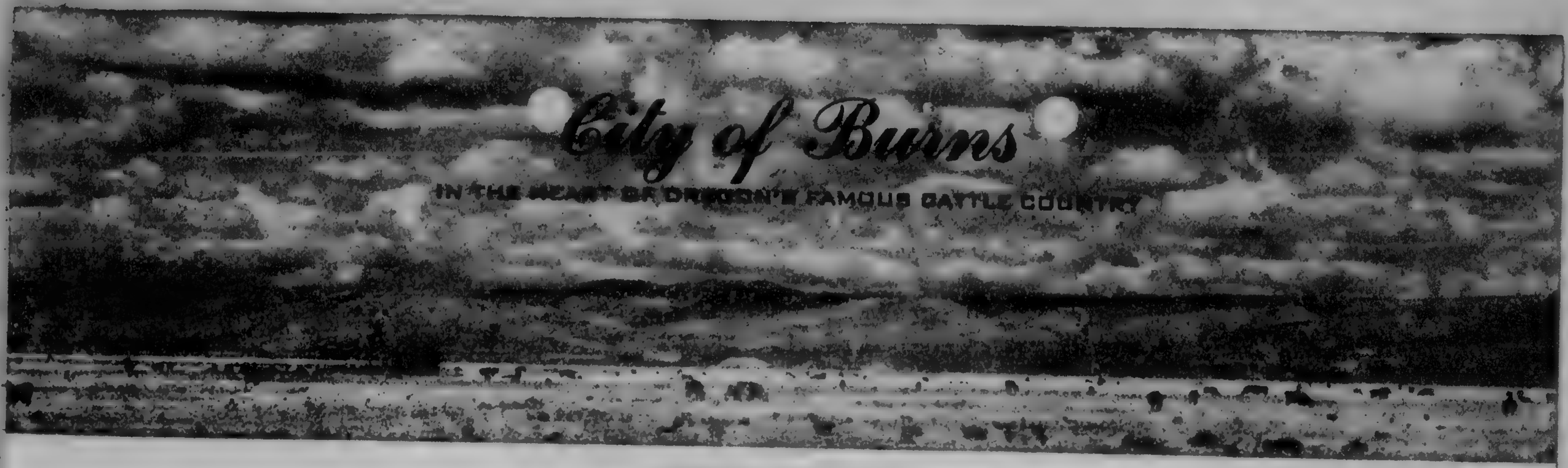
$14,000

Filed

City to widen Culvert at drainage ditch to 60'

See estimate of 4-10-50


BURNS
City Limits
CENTRAL OREGON HWY.
SILVIES RIVER
O.W.R.R.&N.CO.
BURNS-CRANE HWY.
To Crane
To Bend
To Vale
RIVERSIDE DR
T.23 S.R.30E.
T.23 S.R.31E.
0.51
0.44
0.15
0.78
Hosp site
New Grade School
Saw Mill
Hines Mill
1200 cars per day
67' new water installed in last year
No Heavy Traffic of any kind



City of Burns

IN THE HEART OF OREGON'S FAMOUS CATTLE COUNTRY

BURNS, OREGON

R. M. LOWE
MAYOR

CHESTER CRADDOCK
DALE EGGLESTON
CHESTER FELT
ROBERT PEARL
COUNCILMEN

R. E. KRIESIEN
ATTORNEY

GEO. P. HUGHET
RECORDER AND
PURCHASING AGENT

W. D. LIPSCOMB
CHIEF OF POLICE

JOHN H. WEARE, M. D.
HEALTH OFFICER

FRANK V. DESILETS
TREASURER

LOUIS C. GELBRICK
WATER & STREET SUP'T.

Jan. 23,1950

NOTED
J. W. CATTRALL

Mr. John W. Cattrall
State Highway Commission
Salem,Oregon

Dear Mr. Cattrall,

Enclosed are two copies of Resolution and two small scale maps of the City of Burns. Enclosed material being subject to sections 2-3 of chapter 149, Oregon Laws 1949.

Very truly yours,

Geo. P. Hughet

Geo. P. Hughet
City Recorder

RECEIVED
JAN 25 1950
ENGINEER
[illegible]

GPH:OF
Enc. forms

NOTED
[illegible]

Form cc-50
Special City Allotment

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Burns is an incorporated city of the State of Oregon, and has a population of 2566, as given by the latest official census, and

WHEREAS, the following streets of said city,

North Egan Ave. and West Washington St.

West Filmore Ave.

Riverside Drive

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular ~~special~~ session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

North Egan Ave. and West Washington St.

West Filmore Ave.

Riverside Drive

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Burns does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate George P. Hughet as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11 day of January, 19 50.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

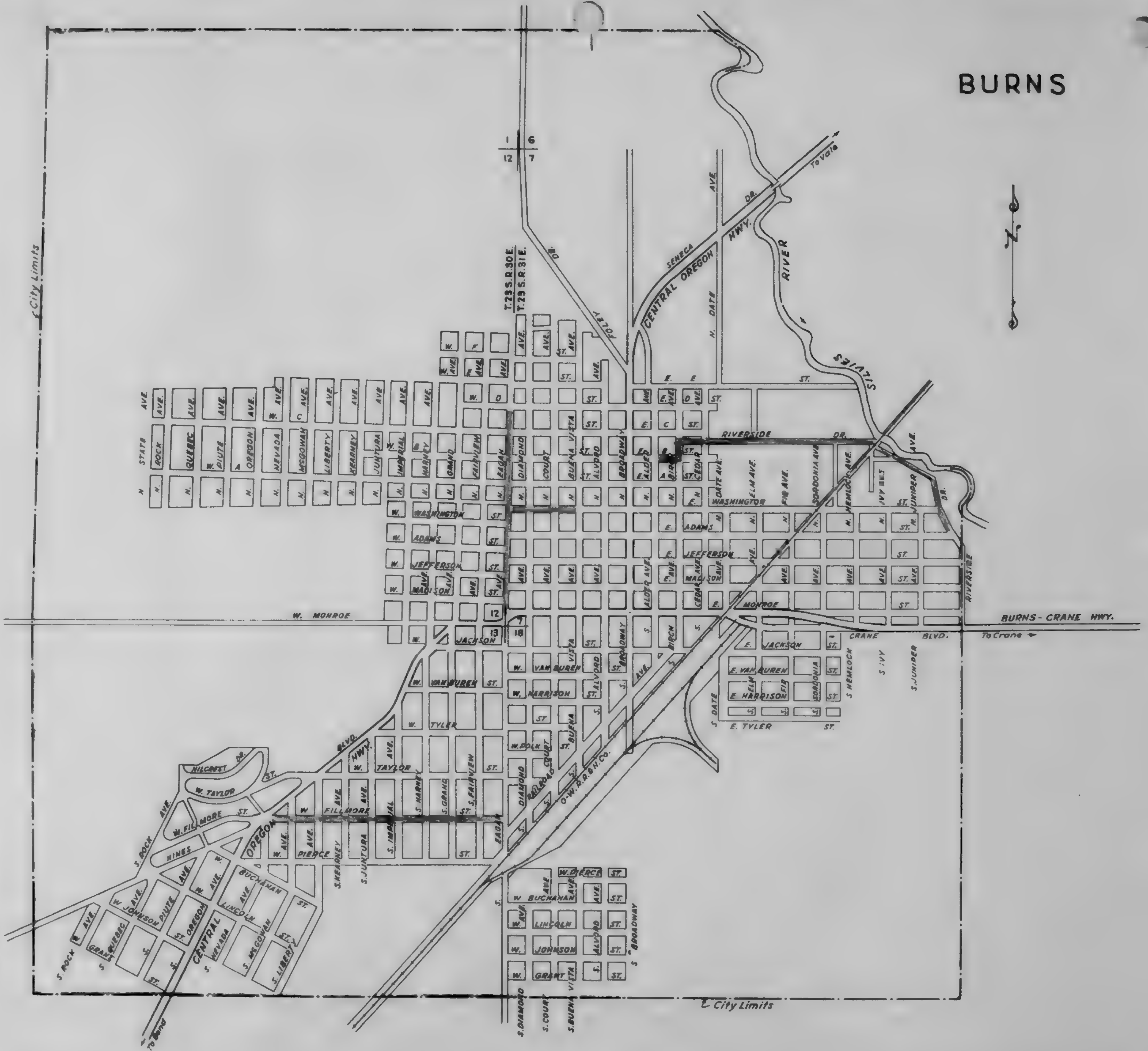
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Burns at a regular ~~or/special~~ meeting of said council, held on the 11 day of January, 19 50, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21 day of January, 19 50.

Geo. P. Hughet
City Recorder

BURNS


City Limits
BURNS-CRANE HWY.
To Crane
CRANE BLVD.
To Vale
To Bend
CENTRAL OREGON HWY.
SENECA DR.
FOLEY DR.
SILVIES RIVER
RIVERSIDE DR.
RIVERSIDE
O-W.R.R.&N.CO.
T.23S.R.30E.
T.23S.R.31E.
1 6 12 7
12 13 7 18
W. MONROE
E. MONROE
W. JACKSON
E. JACKSON
W. VAN BUREN
E. VAN BUREN
W. HARRISON
E. HARRISON
W. TYLER
E. TYLER
W. POLK
W. TAYLOR
W. FILLMORE
W. PIERCE
W. BUCHANAN
LINCOLN
JOHNSON
GRANT
WASHINGTON
ADAMS
JEFFERSON
MADISON
N. STATE AVE.
ROCK
QUEBEC
PIUTE
OREGON
NEVADA
MCGOWAN
LIBERTY
KEARNEY
JUNTURA
IMPERIAL
HARNEY
GRAND
FAIRVIEW
EGAN
DIAMOND
COURT
BUENA VISTA
ALVORD
BROADWAY
ALDER
BIRCH
CEDAR
DATE AVE.
ELM AVE.
FIR AVE.
SORDONIA AVE.
HEMLOCK AVE.
IVY AVE.
JUNIPER AVE.
S. DATE
S. HEMLOCK
S. IVY
S. JUNIPER
S. DIAMOND
S. COURT
S. BUENA VISTA
S. BROADWAY
S. KEARNEY
S. JUNTURA
S. IMPERIAL
S. HARNEY
S. GRAND
S. FAIRVIEW
RAILROAD COURT
HILCREST DR.
HINES
S. ROCK AVE.
S. LIBERTY
S. MCGOWAN
S. NEVADA
CENTRAL OREGON
N. DATE AVE.

310-1707 Oakland Section on Locust Street in Oakland 1950

43407

RECEIVED
NOV 1951
FOR FILING
310-[illegible]

(CONTRACT NO.) 3407

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 15, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3407	2-final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19717	B-28131	$ 500.00	Nov. 15, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1950

Time Extensions: Extended to July 25, 1951 without penalty

Completion Date: July 24, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 19 1951
G. A. Wicklander

NOTED ON CARD

RECEIVED
FOR FILING

[illegible]

October 30, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3407 for paving performed on the Oakland (Locust St.) City Street Section in Douglas County was completed by the contractor, J. C. Compton Co., on July 24 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $500 will be released to the contractor on or after November 9, 1951. The total contract amount is $ 12,465.79, of which amount $110.03 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Building
Portland 4, Oregon

10-30-51 gl

RECEIVED
NOV [illegible]
FOR FILING

[illegible]

2407

October 25, 1951

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on on October 11, 1951, had under discussion your request for an extension of time of 267 days, from October 31, 1950 to July 25, 1951, within which to complete your contract No. 3407 for paving on the Oakland (Locust St.) City Street Section in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: K. D. Lytle,
Division Engineer

Ramon Asburry,
Resident Engineer

H. B. Smith,
Construction Engineer

[illegible] ON CARD

RECEIVED
OCT 7-1951
FOR FILING

310-1707

3407

October 1, 1951

Request for extension of time
No. 15
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. C. Compton Company for an extension of time on Contract No. 3407, Locust Street Section in the City of Oakland, from October 31, 1950 to July 25, 1951.

This contract was not awarded until September 1, 1950, and, because of inclement weather, it was decided not to attempt to complete the contract until the 1951 paving season. The contractor started work on July 16, and completed it on July 25, and, although late in performing the work, no inconvenience was suffered by the traveling public nor was any additional expense incurred for engineering.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

lg

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
[illegible] 1951
FOR FILING

312-1707

24.7

August 10, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. C. Compton Co. on contract No. 3407 for paving on the Oakland (Locust St.) City Street Section, Douglas County. This payment, in the amount of $11,965.79, will be made on or after August 20, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

[illegible]
3407
Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 1951

Section	Oakland (Locust Street)	Kind of work	Paving
Highway	City Street	Section prefix	310-1707
Contractor	J.C.Compton	Contract number	3407
Date of contract	Sept. 1, 1950, 19	Date of completion	October 31, 1950, 19
Date work started	July 16, 1951, 19	Estimated date of completion	July 24, 1951, 19
Amount of contract	$13,740.00	Per cent of time elapsed	all %

Estimated cost of completed project, exclusive of engineering . . . $13,466.21

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $400.76, 2.97 % Date project was completed July 24, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project 100% complete. Simi-final estimate will be submitted as soon as the billing for "extra work order #1" is submitted to this office.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

RECEIVED
AUG 1 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed R. D. Asbury
Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.31
Miles partially completed					
Miles completed		0.31			0.31
Total estimated quantities		72			939.98
Estimated quantities moved or placed to date		72			Same
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and warm thru week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41608

RECEIVED
SEP 28 1950
FOR FILING
310-1707

3407

September 27, 1950

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3407 which was awarded to you September 1, 1950, covering paving on the Oakland (Locust Street) Section in Douglas County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
SEP 1 1 1950
FOR FILING
FORM E-30X 15M 1-49 29024

[illegible]

3437

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1950

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

This letter will confirm my telephone conversation of last Friday, September 1, at which time I informed you that the City of Oakland has notified us that they will fulfill their obligation as set forth in the agreement dated June 26, 1950.

This agreement called for a deposit of $2,000 at the time that the agreement was signed, which the city did. Also, the agreement required that any over or underruns to this amount be adjusted accordingly when the job was completed. The city had requested that, if the project were to overrun any appreciable amount, they be notified prior to the award of a contract. This has been done and the city has given approval to this overrun of $1,150. The city is not required to make any further deposit at this time as it will be taken care of after the job has been completed and the final adjustment has been made.

This job may now be awarded.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM

cc: Mr. W. C. Williams

Oakland, Oregon
Aug. 30, 1950

NOTED
J. W. CATTRALL

Oregon State Highway Commission

Salem, Ore.

Att. Mr. John W. Cattrall

Dear Sir;

Your letter of Aug. 24, 1950 states that the obligation of the City of Oakland will be about $1,150 more than the original estimate on our Locust Street project.

The City of Oakland accepts the proposition and will be able to fulfill its obligation as set forth in the agreement of June 26, 1950.

Yours very truly,

Attest:
F G Hewett
F. G. Hewett, Recorder

CITY OF OAKLAND
John Edwards
John Edwards, Mayor

RECEIVED
SEP 1 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
NOV 13 1950
FOR FILING

310-1957

3407

AGENDA
SEP 28 1950

4-b

September 1, 1950

J. C. Compton Co.
P. O. Box 36
McMinnville, Oregon

Re: Contract No. 3407

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for paving Locust Street in the City of Oakland, Douglas County. This award was based on your low bid of $15,740 submitted on August 21, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HMG:ts
Enc.

cc - H. G. Smith
E. H. Probert
Goldie Lewis
L. M. White (S.I.A.C.)

GET CONFIRMED

S+C

SERVICE

the class of service desired;
otherwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE

Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 1, 1950
3:30 p.m.

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

State Highway Commission awarded to you today the contract for paving Locust Street in the City of Oakland, Douglas County, based on your low bid submitted August 21, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

July 31, 1950

NOTED
J. W. CATTRALL

Mr. F. G. Hewett
City Recorder
Oakland, Oregon

Dear Sir:

Since no bids were received at the July 10-11 Commission meeting, the Highway Commission did not award a contract for the $250,000 city allotment project in your city. It is planned, however, that the project will again be advertised for bids at the August 21-22 meeting. If a successful bid is received and a contract is awarded, the completion date will be set for the latter part of October.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
JUL 6 - 1950
FOR FILING

July 5, 1950

F. G. Hewett, City Recorder
City Hall
Oakland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your city a fully executed copy of the City Allotment Project Agreement between the State Highway Commission and the city of Oakland, covering the improvement of Locust Street from First Street to Second Avenue, a distance of approximately 0.31 mile.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED

FOR FILING
FORM E-30 25M 6-49 32802

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1950

SUBJECT:

Oakland

To: Mr. H. B. Glaisyer
OFFICE

Herewith Cashier's Check No. 10589 in the amount of $2,000 received from the City of Oakland as a deposit on its share in the estimated cost of the $250,000 project on Locust from First Street to Second Avenue in that city.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP::MM
Att.

cc: Mr. M. H. Hawke

Finance Div. 6/28/50
I. Query

Salem, Oregon
May 18, 1950

Mr. E. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

Attention: Mr. Eddie Pease

I am returning to you the field data on the Oakland city job.

It appears that the Division has added a leveling and binder course that was not contemplated in the original project. These additions bring the cost up to $17,100 which does not include preliminary engineering which is expected to be approximately $400. The project authorization was $17,000 which included preliminary engineering. Your attention is called to the fact that this job has been shortened by approximately 300 feet on the east end. It was the City of Oakland's intention that the two right angle turns on Second Avenue be eased off if at all practical. The detailed field investigation disclosed that this was not practical so the job was cut off at the intersection of Locust Street and Second Avenue, and this meets with the City's approval.

It is suggested that this project as it is now set up be forwarded to Mr. O'Neil for a check of quantities and prices. If the total cost including the preliminary engineering can be held down to the authorized $17,000, I recommend that the leveling and binder courses be left in.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.
cc: Mr. Virgil O'Neil

$250,000 City Allotment (1950)

2-17-50

OAKLAND

Preliminary Estimate

Locust Avenue from First Street to 2nd Avenue
Second Avenue from Locust Street to Park Street
Park Street from 2nd Avenue to 3rd Avenue
(A total distance of approximately 0.40 mile)

Locust Street from First Street to Third - 63.7' in width, the balance 25.4' in width.

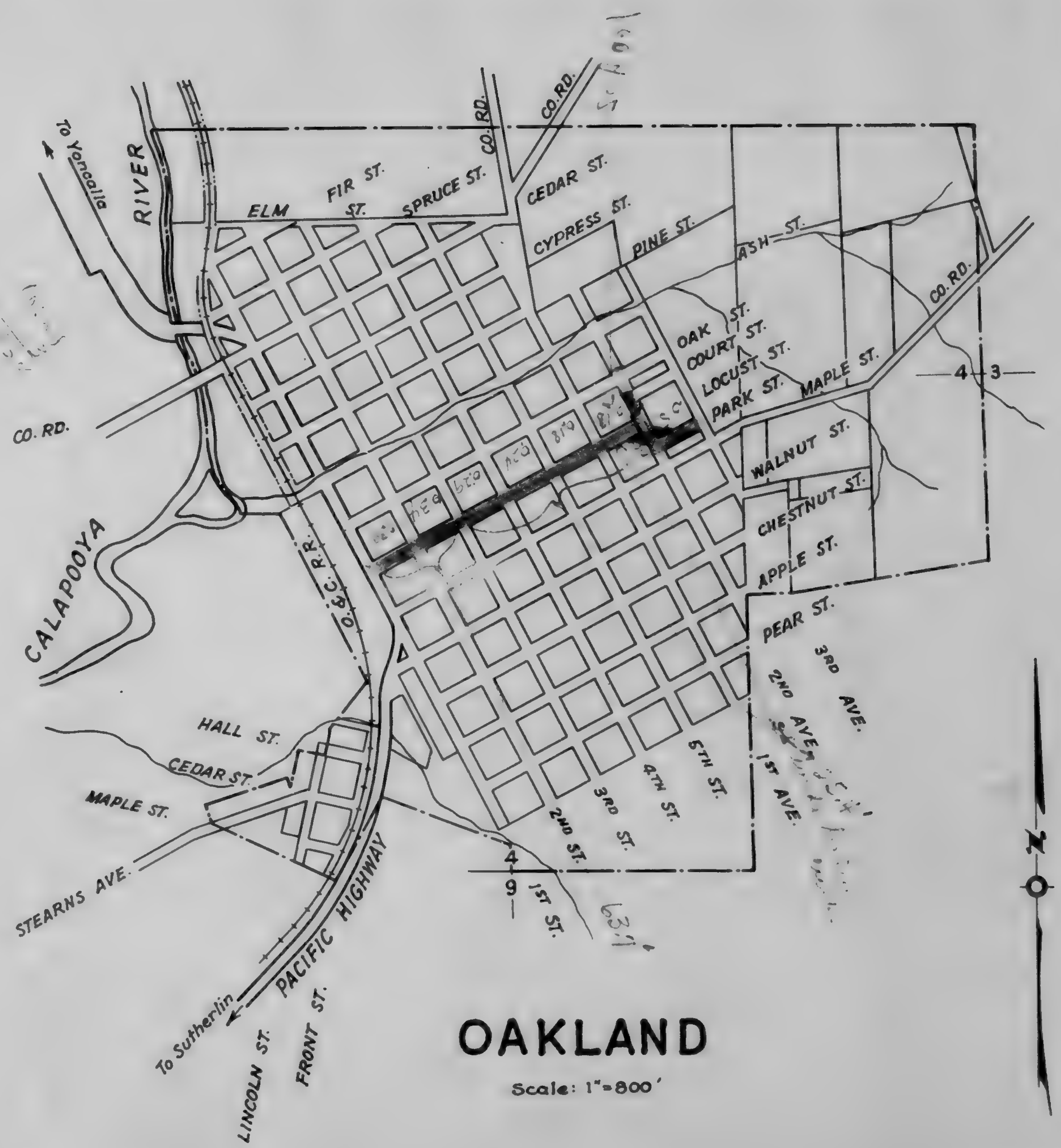
Place asphaltic concrete in variable depths.

Item	Quantity	Unit Price	Total
Asphaltic Concrete	1500 tons	$10.00	$15,000
Adjust Catch Basins	4 each	50.00	200
Estimated Construction Cost			$15,200
10% Engineering & Contingencies			1,520
Estimated Preliminary Engineering			350
			$17,070

at 1100

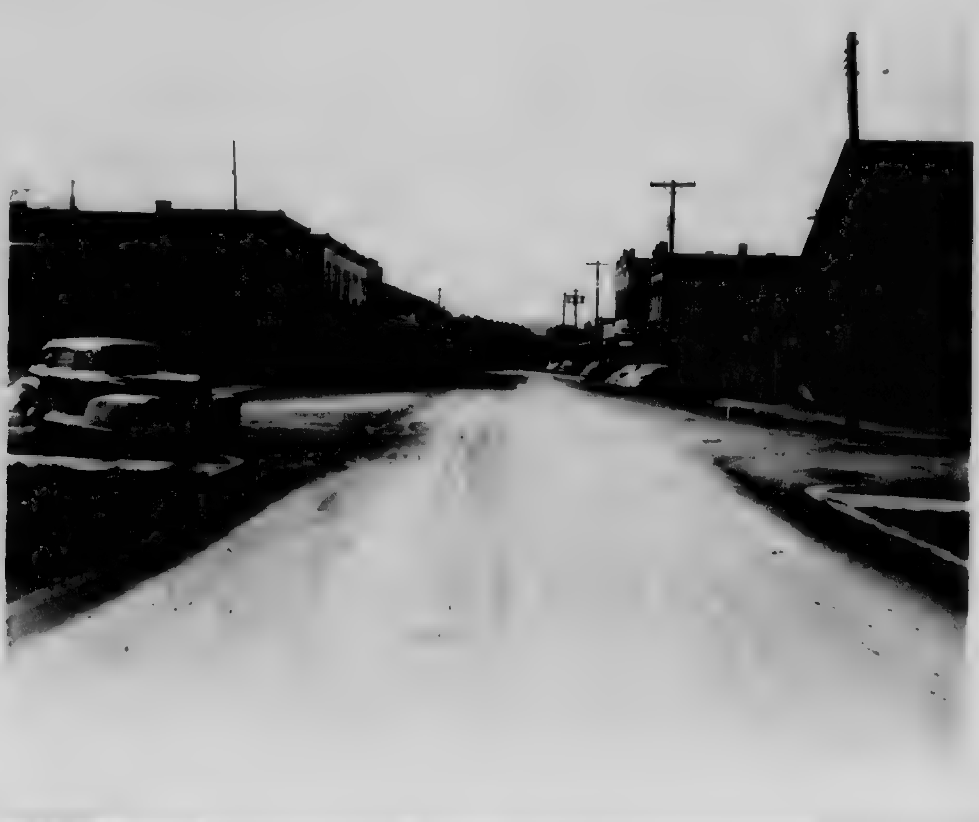
Total Estimate --- $17,000

ECA:MM
2/17/50

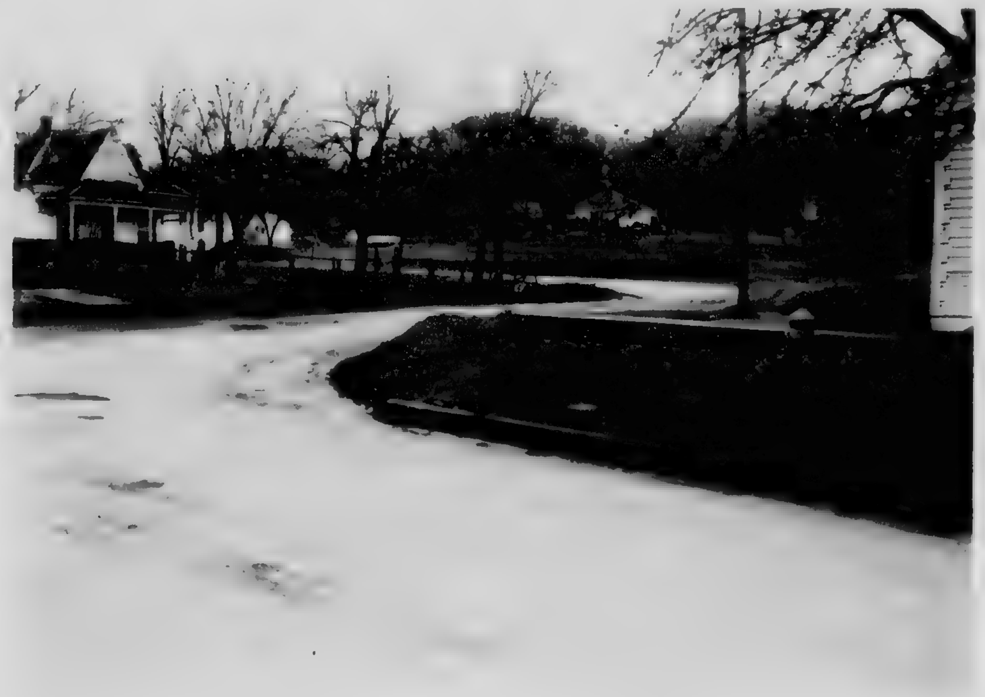

To Yoncalla
RIVER
CALAPOOYA
CO. RD.
CO. RD.
CO. RD.
CO. RD.
ELM
FIR ST.
ST.
SPRUCE ST.
CEDAR ST.
CYPRESS ST.
PINE ST.
ASH ST.
OAK
ST.
COURT ST.
LOCUST ST.
PARK ST.
MAPLE ST.
WALNUT ST.
CHESTNUT ST.
APPLE ST.
PEAR ST.
3RD AVE.
2ND AVE.
1ST AVE.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
1ST ST.
4
3
4
9
O.& C. R.R.
HALL ST.
CEDAR ST.
MAPLE ST.
STEARNS AVE.
PACIFIC HIGHWAY
To Sutherlin
LINCOLN ST.
FRONT ST.
N
637

OAKLAND

Scale: 1"=800'



Oakland
Locust Street from 3rd Looking Southwest----2/16/50



Oakland
Park Street Connection with Locust Street----2/16/50

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

11-16-49

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Oakland is an incorporated city of the State of Oregon, and has a population of 593, as given by the latest official census, and

NOTED
Harold C. Ayers
[illegible]

Form cc-50

WHEREAS, the following streets of said city,
Locust St. from First St. to Second Ave;
Second Ave. from Locust St. to Park St;
Park St. from Second Ave. to Third Ave.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Locust St from First St. to Second Ave;
Second Ave. from Locust St. to Park St;
Park St. from Second Ave to third Ave.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Oakland does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor John Edwards as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 16th day of November, 1949.

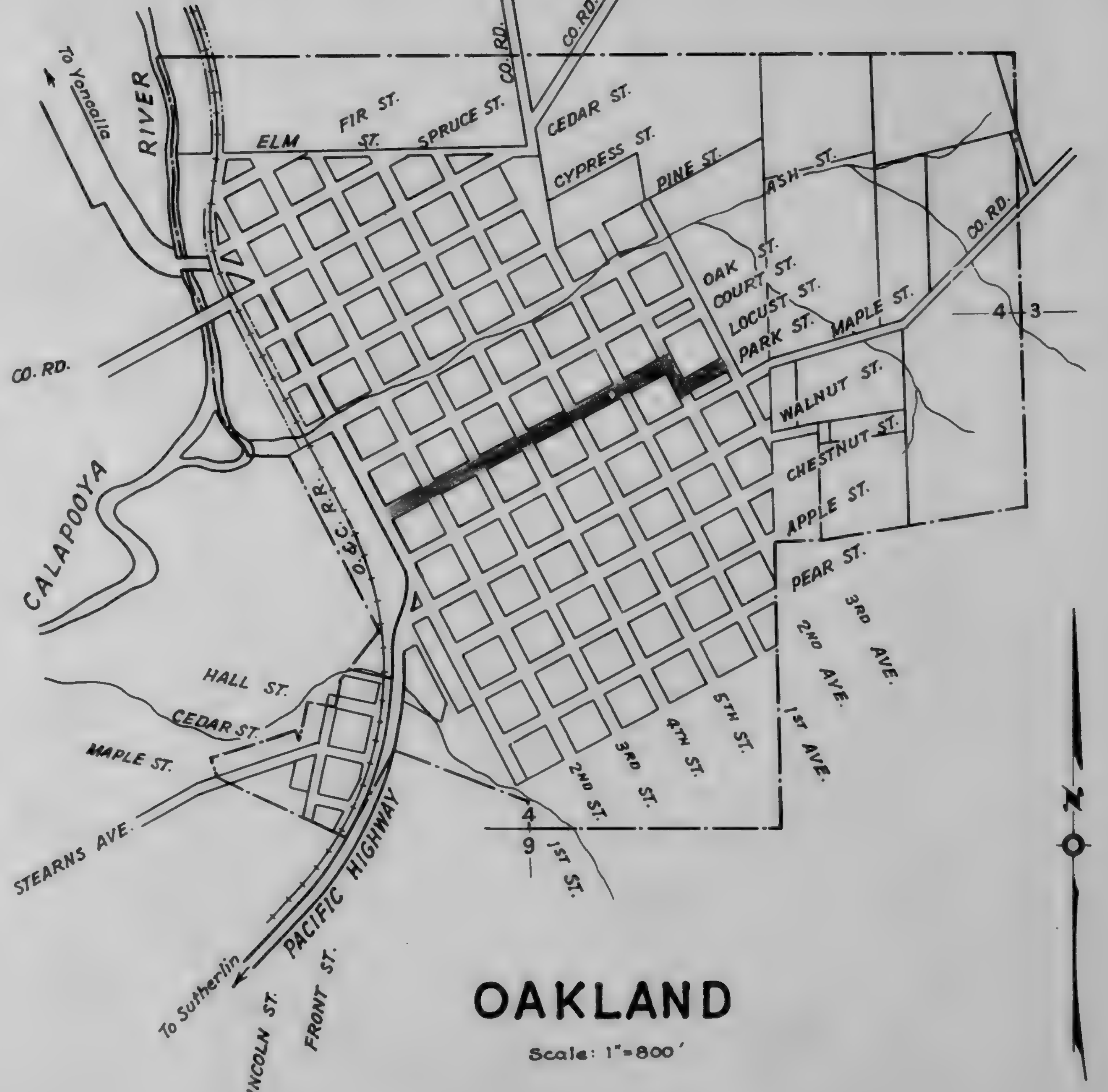
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakland at a regular or special meeting of said council, held on the 16th day of November, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of November, 1949.

City Recorder


ELM
FIR ST.
ST.
SPRUCE ST.
CO. RD.
CO. RD.
CEDAR ST.
CYPRESS ST.
PINE ST.
ASH ST.
OAK ST.
COURT ST.
LOCUST ST.
PARK ST.
MAPLE ST.
CO. RD.
4 3
WALNUT ST.
CHESTNUT ST.
APPLE ST.
PEAR ST.
3RD AVE.
2ND AVE.
1ST AVE.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
1ST ST.
4 9
To Yoncalla
RIVER
CO. RD.
CALAPOOYA
O.&C. R.R.
HALL ST.
CEDAR ST.
MAPLE ST.
STEARNS AVE.
PACIFIC HIGHWAY
To Sutherlin
LINCOLN ST.
FRONT ST.
N

OAKLAND

Scale: 1" = 800'

RESOLUTION

4 5-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Oakland is an incorporated city of the State of Oregon, and has a population of 593, as given by the latest official census, and

WHEREAS, the following streets of said city, Locust Street from First St to Second Avenue, Second Avenue from Locust to Park St and Park St fom Second Ave. to third Avenue. Oak St from first St. to 5th St.

NOTED
JOHN W. CATTRALL

____

____

____

____.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: ________

Locust Street from First St to Second Ave

Second Ave from Locust St to Park St and

Park St from Second Ave to third Ave

Oak St from first St to 5th St.

____

____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Oakland does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 5th day of April, 1949

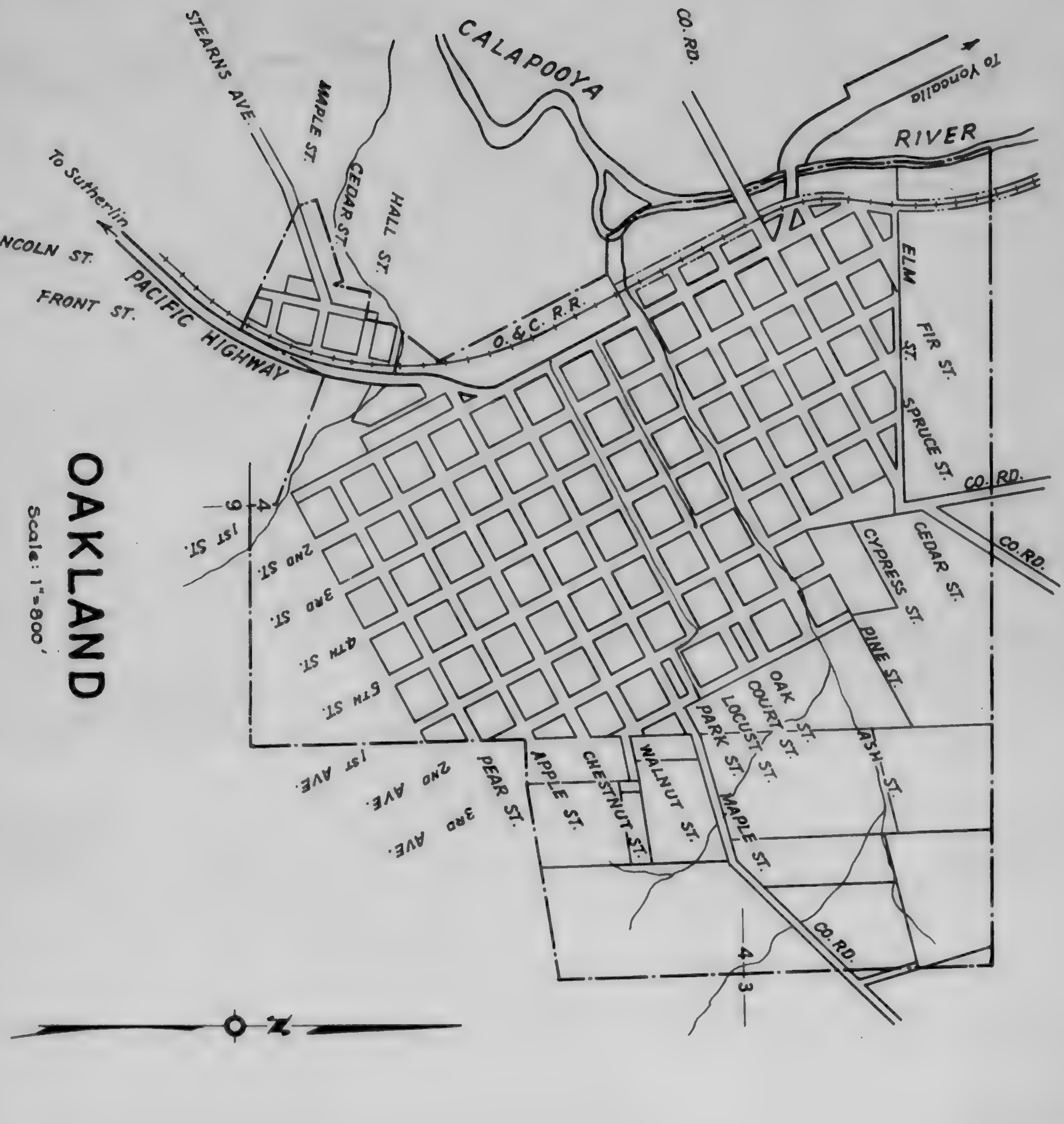
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakland at a regular or special meeting of said council, held on the 5th day of April, 1949 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of April, 1949

City Recorder



OAKLAND

Scale: 1"=800'

CALAPOOYA
RIVER
To Yoncalla
CO. RD.
STEARNS AVE.
MAPLE ST.
CEDAR ST.
HALL ST.
To Sutherlin
LINCOLN ST.
FRONT ST.
PACIFIC HIGHWAY
O. & C. R.R.
ELM ST.
FIR ST.
SPRUCE ST.
CO. RD.
CO. RD.
CYPRESS ST.
CEDAR ST.
PINE ST.
OAK ST.
COURT ST.
LOCUST ST.
PARK ST.
ASH ST.
WALNUT ST.
MAPLE ST.
CHESTNUT ST.
APPLE ST.
PEAR ST.
1ST AVE.
2ND AVE.
3RD AVE.
1ST ST.
2ND ST.
3RD ST.
4TH ST.
5TH ST.
CO. RD.
9
4
4
3
N

15-1604 Union Creek Bridge Widening 1/6

#3403

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Jan. 17, 1952
(date)

3408-	7-final	R. & M. Construction Co
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

71	R-32157	$ 760.92	Jan. 16, 1952
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Jan. 31, 1951

Time Extensions: Extended to July 30, 1951

Completion Date: July 30, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 18 1952
A. A. Wicklander

NOTED ON CARD
1-18-52

RECEIVED
FOR FILING

[illegible]

December 26, 1951

The Aetna Casualty & Surety Company
Portland Service Department
308 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3408 for work performed on the Union Creek Bridge Section of the Crater Lake Highway in Jackson County was completed by the contractor, R & M Construction Company, on July 30, 1951 and was formally accepted by the Highway Commission on August 3, 1951.

Final payment in the amount of $760.92 will be released to the contractor on or after January 7, 1952. The total contract amount is $9,441.67, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

cc G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

NOTED ON CARD
12-26-51

RECEIVED

FOR FILING

[illegible]

[illegible]

August 1, 1951

R. & M. Construction Co.
12 Main St.
Central Point
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 16, 1951, had under discussion your request for an extension of time of 30 days, from June 30 to and including July 30, 1951, within which to complete your contract No. 3408 covering construction of Union Creek Bridge on the Crater Lake Highway in Jackson County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Highway Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

M. W. Moore,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
JUL 12 1951
FOR FILING

[illegible]-1677

3408

July 9, 1951

Request for extension of time
No. 10
July 16 and 17 meeting.

State Highway Commission

Gentlemen:

Re: Union Creek Bridge Widening
Contract No. 3408
R. & M. Construction Company

Herewith copy of a request for an extension of time from R. & M. Construction Company, contractor for the widening of the Union Creek Bridge on the Crater Lake Highway in Jackson County, from June 30, 1951 to July 30, 1951.

This contract was let late last fall, and weather conditions were such that the work could not be completed before cold weather. We therefore directed the contractor to postpone the work until spring, and an extension of time to and including June 30, 1951 was granted to him. The contractor began work but at about this time the cement plant at Gold Hill shut down for a month to make repairs and the contractor was unable to get cement for the project. Cement is now available, and he is proceeding with the work.

It is recommended that the extension to and including July 30 be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
MAR 1 [illegible]
FOR FILING

15-1604

3407

March 9, 1951

R. & M. Construction Co.
12 Main St.
Central Point
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on February 26, 1951, had under discussion your request for an extension of time of 150 days, from January 31, 1951 to June 30, 1951, within which to complete your contract No. 3406 covering construction of Union Creek Bridge on the Crater Lake Highway, Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. D. Lytle,
Division Engineer

M. W. Moore,
Resident Engineer

G. S. Paxson,
Bridge Engineer

[illegible]

[illegible]

RECEIVED
MAR 8 1951
FOR FILING

15-1504

3/51

February 6, 1951

Request for extension of time
No. 3
February 26 and 27 meeting

State Highway Commission

Gentlemen:

Re: Union Creek Bridge Widening
Contract No. 3408

Herewith copy of a request for an extension of time on the widening of the Union Creek Bridge on the Crater Lake Highway in Jackson County, R. & H. Construction Company, contractors.

This project was placed under contract so late in the fall that the work could not be finished before inclement weather set in. Because of the impossibility of getting good construction work during the winter at this high altitude, we have directed the contractor to cease work until spring. It is recommended that the extension to and including June 30, 1951, be granted without penalty to the contractor.

This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP/ds

RECEIVED
NOV 8 - 1950
FOR FILING

3401

November 3, 1950

R. & M. Construction Co.
12 Main Street
Central Point
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3408 which was awarded to you on September 28, 1950 by the State Highway Commission, covering the construction of Union Creek Bridge on the Crater Lake Highway in Jackson County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

ORGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 11/3, 9

RECEIVED
, 1950
FOR FILING

15-1684

3408

October 2, 1950

R. & M. Construction Co.
12 Main Street
Central Point, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3408 for widening the Union Creek Bridge near Prospect on the Crater Lake Highway in Jackson County. This award was based on your low bid of $9,990.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:dm
cc: S. H. Probert
G. S. Paxon

S-104(1) Jasper Bridge over Middle 1950
Fork of Willamette River,
#3409 Springfield-Creswell Hwy.

FORM E-123 90M REVISED 9-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 30, 1954

NOTED
W. C. WILLIAMS

Mountain States Power Company
P. O. Box 472
Albany, Oregon

Jasper Bridge-Willamette Highway Section
Springfield-Creswell Highway
Payment of expense for moving facilities

Gentlemen:

Your letter of April 13th, addressed to the Oregon State Highway Commission, with reference to reimbursement for moving poles on the Jasper Bridge-Willamette Highway Section of the Springfield-Creswell Highway has been referred to the Commission's Legal Section for examination and advice.

You state in your letter that you are relinquishing certain private right of way which you now hold, and, in order that there may be some legal justification for consideration of the claim by the Highway Commission, it is requested that you send us copies of such easements as you may have covering private right of way on which poles necessary to be used have been located. It is requested that in doing this you identify the easements with reference to highway stations.

In your letter you state that as a consideration for relinquishing easements on private lands the Highway Commission should agree to pay the expenses of subsequent moves that might be made necessary by relocation and/or improvements of the highway at a future date.

It is felt that any such action would be beyond the authority of the State Highway Commission, as your company can only occupy the right of way by franchise of the Legislature. It is fundamental that no Board, Commission, municipality or county can, where the matter is covered by legislative enactment, grant a franchise which is broader in its scope than the authority delegated in the legislative enactment. In support of this we refer you to the case of Salem vs. Anson, 40 Ore. 339, and to 22 Ops. Atty. Gen. 210.

As soon as we hear from you further consideration will be given to the matter.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams with corresp.
Mr. Forrest Cooper
Mr. Tom Edwards

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
April 23, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Referring to your Assignment 5005 in which the Mountain States Power Company asks the State Highway Commission to pay the expense for moving their facilities along the Jasper Bridge-Willamette Highway Section and, further, that we agree to pay the expense of any subsequent moves, I wish to advise that a present power line lies along and adjacent to the present route of the Springfield-Creswell Highway on the section to which they refer.

Part of their poles are on the highway side of the fence and part of them are back of the fence. I believe that this is more or less a happenstance and I do not think that they have a private right of way in this area as Mr. Leever's letter might indicate. There are only ten poles that are actually outside the fence.

I would recommend that we ask them to give us documentary evidence as to the portion of the line which is supposed to be on private right of way, and, if such evidence is forthcoming, we agree to pay the expense of the move, and I suppose that we are stuck with this new deal that they have thought of re guarantying the cost of future moves. On any or all portions of the line on which the Power Company does not have evidence of actual ownership of private right of way, I would recommend that they be requested to move at their own expense.

Our field engineers believe that the line is actually not on formal, private right of way and that the Power Company is attempting to get us to assume an expense and future obligation that the record will not support.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

ASSIGNMENT

Date: April 14, 1954 No. 5005 By wcw

Description: Letter of April 13 from the Mountain States Power Company with cost estimates for moving line (Springfield-Creswell Highway between Jasper bridge and Willamette Highway junction)

Acknowledged by ____ Referred to Smith ✓

___ Investigate and report with recommendation
X Such action as necessary and report
___ Comment or recommendation
___ Return with rough draft of reply
___ Prepare reply for signature of Mr. ________
___ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-23-54 me Report Received __________

STATE HIGHWAY COMMISSION

MOUNTAIN STATES POWER COMPANY
P. O. BOX 472
ALBANY, OREGON

April 13, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

With reference to the permit for construction of our line along the easterly side of the Springfield-Creswell No. 222 highway in Lane County, Oregon, between the Jasper bridge and the Willamette Highway junction at its new location, the Company has decided that it would construct its line on the highway right of way and conform to the different widths of that particular section of the highway except for the two poles between stations 135 and 125.

As you know, the Company is relinquishing the private right of way which it now holds over a part of the highway in question.

The Company will be put to some expense in moving its line from the present location on the private right of way and it is the desire of the Company that your Commission agree to pay the expense of the present move, and as a further consideration for relinquishing its easement on private lands that your Commission agree to pay the expense of subsequent moves that might be made necessary by relocations and/or improvements of this highway at a future date.

The Company is returning the permits to Mr. D. J. Sage, District Maintenance Superintendent in Eugene in case they must be corrected. Summary copies of the cost of moving this line are being sent to Mr. Tom Edwards, Division Engineer in Roseburg.

Yours very truly,

MOUNTAIN STATES POWER COMPANY

C. R. Leever
Chief Engineer

CRL:LH:ja
cc: D. J. Sage (Enc.)
Tom Edwards
A. C. Bartholomew

RECEIVED
APR 14 1954
OREGON
STATE HIGHWAY COMMISSION

Estimate of Relocating 15 Poles Along
State Secondary Highway No. 222 Between
Jasper and Pleasant Hill

Formula:

Total cost equals new materials, plus installation and engineering, plus removal, less salvage, less depreciation and less any betterment.

New Materials to be installed:

Materials	Quantity	Unit Price	Total Cost	
40' Poles	7	29.40	205.80	
45' Poles	8	41.20	329.60	
Down guys 3/8"	1	7.70	7.70	
Crossarms 8' single	22	4.50	99.00	
Crossarms 8' double	1	10.30	10.30	
Pins crossarm steel	50	.80	40.00	
Racks 3 wire	8	4.90	39.20	
Insulators 12 Kv pin type	50	.80	40.00	
Insulators deadends 12 kv	3	4.90	14.70	
Grounds	6	6.00	36.00	
1/0 ACSR conductor	2220	.27	599.40	
12 kv 50 amp cutouts	14	13.10	183.40	
Total new materials				1,505.10
Installation labor 500 man hours at $2.46 per hour			1,230.00	
Transportation 10% of labor			123.00	
Overheads - Insurance and tools 10% of labor			123.00	
Total installation costs				1,476.00
Indirect Construction Costs and Engineering 10% of materials and labor				298.10
Right of way for 2 poles				100.00
Total new construction cost				3,379.20

Summary of Estimated Costs of Relocating 15 Poles on Highway No. 222

Total New Construction Costs		$3,379.20
Removal Cost		246.00
		$3,625.20
Less Credit		
Salvage	810.60	
Depreciation	773.93	1,584.53
Amount to be billed Oregon State Highway Department for relocating line on State Secondary Highway #222.		$2,040.67

Computed by L. Horton
Asst.Chief Eng.
4-13-54

Materials to be salvaged:

	Quantity	Total Salvage	
35' poles	11	No value	
40' poles UTC	2	No value	
40' poles FTF	2	54.00	
Down guys	1	2.00	
Crossarms	22	16.00	
Crossarms double	2	No value	
Pins steel	65	50.00	
Racks 3 spool	3	14.70	
Insulators pin type	59	45.00	
Insulators 5 kv	6	1.50	
Insulators dead end 12 kv	3	12.00	
Insulators dead end secondary	9	8.00	
Grounds	6	No value	
1/0 ACSR conductor	2220	444.00	
#6 bare copper	135#	30.00	
12 kv 50 amp cutouts	14	183.40	
Total salvage value			810.60
Labor for removal - 100 man hours @ $2.46			246.00
Depreciation allowed			773.93

RECEIVED
APR 29 1954
FOR FILING

154(1)

3409

5005

Salem, Oregon
April 27, 1954

Payment of expense for
moving facilities along
Jasper Bridge-Willamette
Highway Section

Mr. C. W. Enfield

Will you please review the attached file and take such action as you deem necessary.

I think it is somewhat questionable, as pointed out in Mr. Cooper's letter, whether or not the Mountain States Power Company actually owns a private right of way. If it does, it should have documentary proof of the same and should supply us with such information.

W. C. Williams

WCW:me

Encl.

cc Mr. Forrest Cooper

5005
2 cc

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 2, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3409	15-final	HAMILTON & THOMS	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9534	R-67635	$ 8,331.77	6/2/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

a.a. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: to Jan. 16, 1953 without penalty

Completion Date: Jan. 16, 1953

Date Accepted: April 8, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-3-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

By Lloyd Query
Acting Secretary

Warrant Mailed: [illegible]
a.a. Wicklander

NOTED ON CARD

RECEIVED
FOR FILING

5-1 [illegible]

3409

April 16, 1953

Hamilton & Thoma
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 8, 1953, had under discussion your request for an extension of time of 108 days, from September 30, 1952 to and including January 16, 1953, within which to complete your contract No. 3409 for constructing the Jasper Bridge on Springfield-Creswell Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

BY

Floyd Query, Acting Secretary

gl

cc: Tom Edwards,
Division Engineer

L. R. Allen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
4-16-53 gX

RECEIVED
1953
FOR FILING

3-1-1(4)

3451

March 25, 1953

State Highway Commission

Request for extension of time
No. 11
April 8 and 9 meeting

Gentlemen:

Re: Jasper Bridge over the Willamette
River, Contract [illegible]
Hamilton & Thorn, Contractor

Herewith a request for a second extension of time, from September 30, 1952 to and including January 16, 1953, for the completion of the work on the Jasper Bridge over the Middle Fork of the Willamette River at Jasper.

This contract was previously extended to and including September 30, 1952, without penalty to the contractor, because of delay in structural steel. The delay was longer than anticipated, but the structure was opened to traffic on September 10, 1952. The work done after that date consisted principally in the removal of the old structure.

There was no inconvenience to traffic, and there were no engineering costs during the period subsequent to the expiration of the first time extension. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
FOR FILING

[illegible]

3409

March 13, 1953

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3409 for constructing the Jasper Bridge on the Springfield-Creswell Highway, Lane County, was completed by the contractor, Hamilton & Thoms, on January 16, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $6,111.77 will be released to the contractor on or after acceptance by the Commission. The total contract amount is $197,984.99, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

RECEIVED
JUN 10 1952
FOR FILING

June 6, 1952

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on May 26, 1952, had under discussion your request for an extension of time of 275 days, from December 31, 1951 to September 30, 1952, within which to complete your contract No. 3409 for constructing bridge at Jasper on the Springfield-Creswell Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

L. R. Allen,
Resident Engineer

G. [illegible] Paxson,
Bridge Engineer

NOTED ON CARD
6-6-52

RECEIVED
1952
FOR FILING

[illegible]

3409

May 8, 1952

State Highway Commission

Request for extension of time
No. 4
May 26 and 27 meeting.

Gentlemen:

Re: Willamette River Bridge
at Jasper, Contract No. 3409
Hamilton & Thrum, Contractor

Herewith application for an extension of time in which to complete the Willamette River Bridge at Jasper in Lane County. The specified completion date for this project was December 31, 1951. The extension requested is to September 30, 1952.

The project involves the building of two structural steel trusses. Because of restrictions by the Federal Government, the material for these trusses was not available last fall so that construction could be safely undertaken during low-water period in the river. The structural steel is now on the job, and construction will be resumed immediately.

In view of the reasons for the delay, it is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm

RECEIVED
JAN 7 1952
FOR FILING

8- [illegible]

3409

January 4, 1952

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Hamilton & Thoms a portion of the funds heretofore retained by the Commission in connection with contract No. 3409, covering construction of Jasper Bridge on the Springfield-Creswell Highway in Lane County.

This payment, which is in the amount of $9,905.03, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,245.01. The present payment will be released on or after January 14, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.,
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
1-4-52

RECEIVED
FOR FILING

H. E. HANSEN, Pres.
I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

December 14, 1951

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

NOTED
G. S. PAXSON

Mr. G. S. Paxon
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

RE: Bond No. 56740 - Hamilton & Thoms -to- State of Oregon. Contract for construction of bridge over Middle Fork of Willamette River on Springfield-Creswell Highway near Jasper.

Dear Sir:

We have been requested by Hamilton & Thoms to have the Seaboard Surety Company issue its consent of the payment by the Oregon State Highway Commission of all of the retained percentage on the captioned contract with the exception of 3%.

You are advised that the Seaboard Surety Company consents to said payment.

Very truly yours

SEABOARD SURETY COMPANY
1300 Puget Sound Bank Bldg.
Tacoma, Washington

By:
A. Van R. Schermerhorn,
Attorney-in-Fact

Gardner

AVRS:zlc

cc - Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

NOTED ON CARD

RECEIVED
DEC 17 1951
OREGON
STATE HIGHWAY COMMISSION

FORM E-30X 25M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1951

SUBJECT:

To: Mr. N. H. Hawke

Hold
KW

On Estimate No. 8 of Jasper Bridge Contract No. 3409 a release is recommended of all but three per cent of the retained percentage of work completed to date.

The reason for this is that all of the work with the exception of the structural steel spans is practically complete and nothing can be done until next summer or probably later, due to the inability to obtain the structural steel. We believe it would be unfair to the contractor to retain more than three per cent of the retained percentage on work which he has completed under these circumstances. The Oregon State Highway Department Specifications and Contract Agreement for Highway Bridge Construction includes the following clause:

> "3. Seven and one-half ($7\frac{1}{2}$) per cent of the contract amount shall be retained from the time that the value of completed work equals seventy-five (75) per cent of said contract amount, until such time as final payment is made as hereinafter provided, or until such time as the engineer may consider that, on account of changes in plans, or on account of other contingencies, the contractor is entitled to a release of a part of this retained amount."

We believe this is sufficient justification for release of the retained percentages down to three per cent.

W. C. Williams

WCW:me

cc Mr. M. Stephenson

RECEIVED
DEC 1951
FOR FILING

[illegible]

3409

3074

December 7, 1951

Mr. Oliver Larson
Manager
Chamber of Commerce
Springfield, Oregon

Dear Mr. Larson:

The structural steel for the Jasper Bridge has all been fabricated and is now being shipped to the site. Erection of steel will proceed as soon as the danger from high water is over. This should be approximately April 1. Assuming that we can start on April 1, the project should be completed by about July 31.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm

cc G. S. Paxson

ASSIGNMENT

No. 307
By [illegible]

December 6, 1951

Description: Oliver Larson's letter of December 5 stating Highway Committee of Springfield Chamber of Commerce will discuss Pleasant Hill-Jasper-Springfield secondary at meeting Dec. 11th and asking for data on status of Jasper Bridge

Acknowledged by _____ Referred to __Paxson ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for _Williams'___________ signature

Assignment executed 12-7-51 Report received ______
mc

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks:

SPRINGFIELD CHAMBER OF COMMERCE
SPRINGFIELD, OREGON

December 5, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. W. C. Williams
Asst. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Our Highway Committee will discuss the Pleasant-Hill-Jasper-Springfield secondary at its meeting Tuesday, December 11th. It will be important for me to have data at that meeting on the status of the Jasper Bridge. Will you send me a letter before Tuesday outlining the problem on steel there, whether it has been obtained, and the general prospects of completion?

Thank you very much for your cooperation.

Very sincerely yours,

Oliver Larson

Oliver Larson, Manager

OL:bb

RECEIVED
OCT [illegible] 1951
FOR FILING

Salem, Oregon
October 17, 1951

Mr. M. H. Hawke

On Estimate No. 8 of Jasper Bridge Contract No. 3409 a release is recommended of all but three per cent of the retained percentage of work completed to date.

The reason for this is that all of the work with the exception of the structural steel spans is practically complete and nothing can be done until next summer or probably later, due to the inability to obtain the structural steel. We believe it would be unfair to the contractor to retain more than three per cent of the retained percentage on work which he has completed under these circumstances. The Oregon State Highway Department Specifications and Contract Agreement for Highway Bridge Construction includes the following clause:

"3. Seven and one-half ($7\frac{1}{2}$) per cent of the contract amount shall be retained from the time that the value of completed work equals seventy-five (75) per cent of said contract amount, until such time as final payment is made as hereinafter provided, or until such time as the engineer may consider that, on account of changes in plans, or on account of other contingencies, the contractor is entitled to a release of a part of this retained amount."

We believe this is sufficient justification for release of the retained percentages down to three per cent.

W. C. Williams

WCW:me

cc Mr. M. Stephenson

RECEIVED
FOR FILING

June 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1)
Marion Street Bridge
Oregon Project S-104(1)
Jasper Bridge
Revalidation of existent priority requests

Dear Sir:

Reference is made to your letter dated June 26, 1951 concerning subject projects.

After consultation with your bridge department we sent the following telegram to our Washington Office in response to Deputy Commissioner Clark's telegram of June 26, 1951 concerning revalidation, copy of which has been furnished you:

> "RE CLARK'S WIRE JUNE 26. OREGON REQUESTS REVALIDATION FOLLOWING PROJECTS: MARION STREET BRIDGE, PROJECT U-322(1), RATING AUTHORIZATION NUMBER 1689 COVERING 473.65 TONS LOW ALLOY STEEL AND 148.45 TONS CARBON STEEL NO DELIVERY DATE SPECIFIED BUT NEEDED IN THIRD QUARTER STOP ALSO JASPER BRIDGE PROJECT S-104(1) RATING AUTHORIZATION PR-472 COVERING 23.34 TONS CARBON STEEL FOR THIRD QUARTER DELIVERY STOP STATE ANXIOUS TO REVALIDATE OTHER RATED PROJECTS HOWEVER IT FEARS EXCEEDING ESTABLISHED 1438 TONS THIRD QUARTER ALLOTMENT WHICH WILL BE EXHAUSTED BY FIRST 17 ITEMS OF REVISED PRIORITY LIST AS PER BALDOCK'S JUNE 22 LETTER STOP."

Very truly yours,

C. G. POLK
Acting District Engineer

By

W. H. SCHWILSON
Highway Engineer

RECEIVED
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S-1540

3407

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-104(1)
Jasper Bridge
Rating authorization

Dear Sir:

Attached is a single copy of rating authorization issued by the National Production Authority, BPR Serial No. Oregon BPR-35-4; rating authorization number PR-472; cleared issuance June 6, 1951. It was received at this office on June 19, 1951.

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow
W. H. SCHWIESOW
Highway Engineer

[illegible]

[illegible]

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of June 5, 1951 advised of assistance needed in securing steel for construction of the Jasper Bridge, S-104(1).

Under date of May 25, your previous submitted request for assistance in obtaining these materials was forwarded to Washington with our recommendation for approval. Since it requires about 15 days to process these applications through our Washington office and the N.P.A. you can readily see why the rolling mill, fabricator or contractor have not yet received the rating authorization.

Under these circumstances we do not feel that further action is desirable at this time.

Very truly yours,

copy to Paxson.

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

S-104(1)

June 5, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Jasper Bridge
F.A. S-104 (1)

Some time ago we applied through your office for a DO order covering structural steel for the Jasper Bridge over the Willamette River in Lane County. As yet we have not received advice as to action on this application.

We are attaching a copy of a letter from the Columbia Steel Company to Poole, McGonigle & Dick, who are fabricating the steel for this project, advising that the small amount of steel necessary to complete this project has been removed from the rolling schedule due to preference of Government-rated material.

We only need 12 pieces of 33-inch WF beams to complete the project, as all other material is in stock in Portland. It is very important that this material be obtained so that the job can go ahead to completion. We would appreciate anything you can do to expedite action on our application.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

cc Poole, McGonigle & Dick
6330 N. E. Halsey Street
Portland 13, Oregon

Hamilton & Theus
P. O. Box 726
Eugene, Oregon

COPY

COLUMBIA STEEL COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARIES
Northwest Sales Division, P.O.Box
3416
Portland 8, Oregon

June 1, 1951

M. H. Freedman
Division Vice President

Marshall B. Harrison
Manager of Sales

Poole, McGonigle & Dick
6330 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

YOUR ORDER 3865 OUR USP-943
YOUR ORDER 3972 OUR USP-1242

We are in receipt of a wire from our South Works mill that material covered by your above captioned orders has been temporarily removed from schedule due to preferencing of government rated material over non-rated material; however, the mill advises this material will be rescheduled at a later date.

We will keep these orders before us, and advise you as soon as they are rescheduled.

Yours very truly,

COLUMBIA STEEL COMPANY

M. B. Harrison
Manager of Sales

By, Signed / F. J. Brownhill

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FOR FILING

S-104(1)

3409

Department of Commerce
Bureau of Public Roads
Division Eight

C
O
P
Y

June 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for assistance in obtaining materials for Oregon Project S-104(1), Jasper Bridge was forwarded to Washington by the Division Office on May 25. Likewise, your request on Oregon Project #3509—S-52(4), Dodge Bridge was forwarded on May 28.

These requests, as submitted by your office, did not include your opinion of the priority of the project as compared to other similar projects. In future submissions, such comparison may prove necessary to insure the most prompt action.

This office is desirous of keeping continually in touch with progress, possible issuance and success in use of priority orders. Accordingly, we would appreciate your keeping us advised of developments. This request is based upon a desire to reduce confusion and, to the extent possible, expedite issuance of the priority order.

Very truly yours,

/s/ C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
1951
FOR FILING

[illegible] 4(1)

May 22, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

W. C. WILLIAMS

Dear Sir:

Re: Jasper Bridge
F. A. Project Oregon S-104 (1)

Hamilton & Thune, general contractors on the above project, have placed their order for the fabricated structural steel required on the project with Poole, McGonigle and Dick, of Portland, Oregon. The fabricator advises us that he has all of the steel needed to fabricate the trusses, with the exception of 12 pieces of wide flange beams needed for floor beams of the trusses. Columbia Steel Company accepted an order for this material back in December, 1950, and due to present conditions of the steel market, are not able to get the steel out because of M-6 directives and tonnage requirements on DO-rated material for which they have accepted orders.

We are requesting that steps be taken to secure priority aid for the contractors' use in obtaining the steel needed to complete the trusses. In line with your memorandum of April 12, 1951, the following information is offered in support of this request:

1. State: Oregon Date: May 22, 1951

2. Project Identification:

Willamette River (Jasper Bridge) Section
F. A. Project Oregon S-104 (1) on the Springfield-Creswell Highway near Jasper in Lane County.

Projected work consists of construction of a new steel and reinforced concrete bridge 731' in length and grading and surfacing the approaches thereto. Span arrangement for the structure is one 35' reinforced concrete approach span, two 200' steel through truss river crossing spans and one 48', one 60', two 48', one 60' and one 48' reinforced concrete approach spans.

3. Agency in Charge of Construction:

   Oregon State Highway Commission, Salem, Oregon

4. Materials Required:

   12 pieces 33" x 130# x 30' wide flange, low alloy (ASTM A-242) beams, approximate weight 46,670 pounds and approximate value, $3,850.00.

5. Contractor (Prime):

   Hamilton & Thomas
   Post Office Box 726
   Eugene, Oregon

6. Supplier (to prime contractors' fabricator):

   Columbia Steel Company
   Local address: Pacific Building, Portland, Oregon

7. Contractors' Order Number:

   Poole, McGonigle and Dick (fabricators) Order 3865, dated December 26, 1950, to Columbia Steel Company.

8. Delivery Date Promised Without Priority Assistance: (Prior to inception of priority program):

   Material to be rolled in February, 1951, rolling. To be delivered in March, 1951.

9. Reason Supplier Cannot Make Delivery:

   Supplier's statements to fabricator are that a mill breakdown prevents their delivery of the material on an advanced May 15, 1951, promised delivery date, and due to M-6 directives and DO-rated orders accepted since the date of the fabricator's original order, no estimated delivery date could be given.

10. Time That Delivery is Necessary on the Job:

    Contract completion dates call for the structure to be completed sufficiently to permit its use by traffic by September 30, 1951. In order to meet this date, the general contractor must have the fabricated steel on the site by not later than August 1, 1951, and the stock steel should be in the fabricator's shop not later than June 15, 1951.

11. Essentiality of Project:

Traffic surveys made at the bridge site indicate that an average of 400 vehicles per day, consisting of 30 miscellaneous commercial trucks, 40 logging trucks and 330 passenger vehicles of all types, are using this particular structure. This traffic is, at the present time, served by an old structure which was built in 1912. The old structure has deteriorated to such an extent that, in order to keep it in service at all, it has been necessary to restrict the roadway use to single lane, one-way traffic by the installation of traffic control signals at each end of the structure and, further, to limit traffic to a single truck on any single span at one time. It is not physically nor economically possible to repair or rebuild the old structure to handle traffic in any other way. This is an extremely hazardous condition for the volume of traffic using the structure, and must be corrected.

12. Effect of Delay in Delivery:

All work on the new structure, with the exception of pouring the pier shafts of the center pier, is completed. All steel required for the two trusses, with the exception of the material listed in Item 4 of this application, estimated 25½ tons, is in the fabricator's shops, partially made up and waiting on the floor beam material for completion. Delay in delivery of this material is holding up completion of the entire job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

CAG:bl
cc Mr. G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

RECEIVED
1952
FOR FILING

S 104 (1)

March 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-104(1)
Jasper Bridge

Dear Sir:

Enclosed for your file is a copy of an executed agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Ilen

234

State Oregon

Federal Aid Secondary Project No. S-104(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of October, 1949, a program, which was approved on the 5th day of December, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of September, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty thousand and 00/100 dollars ($140,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+43.92 in the SW 1/4, Section 14, T. 18 S., R. 2 W., W.M., and survey station 7+94.78 in the SE 1/4, Section 15, T. 18 S., R. 2 W., W.M., without exception,

, length 0.142 miles, in Lane County, being Oregon Federal Aid / Secondary project No. S-104(1), consisting of 0.000 miles of roadway and one bridge ~~s, each~~ of more than 20 feet clear span, 0.142 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred forty thousand and 00/100 dollars ($140,000.00), which does not exceed the authorized Federal pro rata share of two hundred twenty-nine thousand, two hundred seven and 00/100 dollars ($229,207.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

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JAN 19 1951
FOR FILING

S-104 (1)

January 18, 1951

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies as basis for project agreement for the Jasper Bridge, Project No. S-104 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JH:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-104 (1)

JASPER BRIDGE ON THE

SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1950

Type Code X032

Bridge (Sta. 0+43.92 to 7+94.78) (Contract No. 3409)

All Required		Shoring, Cribbing, Etc.		$ 8,000.00
700	cu. yds.	Structural Excavation	5.00	3,500.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
1,170	cu. yds.	Class "A" Concrete	51.00	59,670.00
234,000	lbs.	Metal Reinforcement	0.10	23,400.00
370,000	lbs.	Structural Low Alloy Steel	0.185	68,450.00
190,000	lbs.	Structural Carbon Steel	0.185	35,150.00
All Required		Removal of Old Bridge		10,000.00
			Subtotal	$208,370.00
			10% Engr. & Cont.	20,837.00
			Total	$229,207.00
		Length	0.142 mile	

Federal Secondary Funds- -	$140,000.00
State Funds- -	89,207.00
	$229,207.00

State Funds for Constr.: Chap. 175, laws 1917: Chap. 31, laws 1920:
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

September 8, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Jasper Bridge, Project No. S-104 (1).

Six bid proposals and two sets of structural drawings are being sent under separate cover.

Complete sets of reduced plans and copies of right of way statement will be sent in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-104 (1)

JASPER BRIDGE ON THE

SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1950

Type Code X032

Bridge (Sta. 0+43.92 to 7+94.78)

All Required		Shoring, Cribbing, Etc.		$ 7,500.00
700	cu. yds.	Structural Excavation	$ 5.00	3,500.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
1,170	cu. yds.	Class "A" Concrete	60.00	70,200.00
234,000	lbs.	Metal Reinforcement	0.11	25,740.00
370,000	lbs.	Structural Low Alloy Steel	0.20	74,000.00
190,000	lbs.	Structural Carbon Steel	0.19	36,100.00
All Required		Removal of Old Bridge		12,500.00
			Subtotal	$229,740.00
			10% Engr. & Cont.	22,974.00
			Total	$252,714.00

Length- - - - - - - - - - - 0.142 mile

Federal Secondary Funds- -	$152,000.00
State Funds- -	100,714.00
	$252,714.00

Oregon State Highway Department

Federal Aid Secondary
Project No. S-104 (1)

JASPER BRIDGE ON THE
SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September ~~8~~ 27, 1950

Type Code X032

Bridge (Sta. 0+43.92 to 7+94.78)

All Required		Shoring, Cribbing, Etc.			$ 7,500.00	
700	cu. yds.	Structural Excavation		$ 5.00	3,500.00	
20	cu. yds.	Structural Excavation Below Elevation Shown		10.00	200.00	
1,170	cu. yds.	Class "A" Concrete		60.00	70,200.00	
234,000	lbs.	Metal Reinforcement		0.11	25,740.00	
370,000	lbs.	Structural Low Alloy Steel	0.20	~~0.18~~	~~66,600.00~~	74000.00
190,000	lbs.	Structural Carbon Steel	19	~~0.17~~	~~32,300.00~~	36100.00
All Required		Removal of Old Bridge			12,500.00	
		Subtotal			~~$218,540.00~~	229740.00
		10% Engr. & Cont.			~~21,854.00~~	22974.00
		Total			~~$240,394.00~~	252,714.00

Length- - - - - - - - - - - - 0.142 mile

	$	
Federal Secondary Funds- -	~~$145,000.00~~	152000.00
State Funds- -	~~95,394.00~~	100,714.00
	~~$240,394.00~~	252714.00

JASPER BRIDGE

PROJECT NO. S-104 (1)

While negotiations for rights of way are in progress two parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

September 12, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
[redacted]

P. O. BOX 3900
PORTLAND 8, OREGON

September 13, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S. and E. documents for Oregon Project S-104(1), Jasper Bridge on the Springfield-Creswell Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

21

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NOV 13 1950
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FORM K-181X 1M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

S-104(1)

[illegible] 1

November 10, 1950

2295

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Middle Fork Willamette River Bridge
at Jasper, F. A. P. No. S-104 (1)

Reference is made to your letter of November 6, asking for additional foundation borings at Jasper.

We will arrange to put down a drill hole when we unwater the next cofferdam. We are quite familiar with the formation in this part of the Willamette Valley and have no doubt at all as to the adequate depth of the sandstone foundation, but for your information will get the data requested.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams

ASSIGNMENT

No. [redacted]

November 8, 1950 [redacted]

By [redacted]

Description: T. M. Davis' letter of November 6 regarding Middle Fork Willamette River Bridge at Jasper, Project No. S-104 (1)

Acknowledged by _____ Referred to __Paxson_________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for __________________ signature

____

Assignment executed 11-10-50 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 6, 1950

RECEIVED
NOV 8 1950
OREGON
STATE HIGHWAY COMMISSION

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

ROUTED
W. C. WILLIAMS

Dear Sir:

Our Washington Office recently made the following comment concering the Middle Fork Willamette River Bridge at Jasper, Oregon Project No. S-104(1).

> "During construction it would seem advisable to extend the test holes a sufficient distance to give assurance that the blue sandstone is of adequate thickness."

The test hole logs show that the blue sandstone was penetrated to a depth of three feet during the test drilling. Further penetration for a few feet to establish the fact that the layer encountered is not a thin ledge would be desirable.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

PLEASE RETURN TO
W. C. WILLIAMS
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[illegible] STATE HIGHWAY COMMISSION
[illegible]

RECEIVED
OCT 27 1950
FOR FILING

8-104(1)

3409

October 27, 1950

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3409 which was awarded to you on September 28, 1950 by the State Highway Commission, covering construction of the Jasper Bridge on the Springfield-Creswell Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

10/27, 50

RECEIVED
[illegible] 1950
FOR FILING
8-104 (1)

3409

October 2, 1950

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3409 for constructing a 751 ft. steel and reinforced concrete bridge over Middle Fork of Willamette River on the Springfield-Creswell Highway near Jasper. This award was based on your low bid of $208,370.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary

HBG:dm
cc: S. H. Probert
G. S. Paxon

RECEIVED
[illegible] 1950
FOR FILING
OREGON DISTRICT

S-104(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 28, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-104(1) Jasper Bridge, to Hamilton & Thoms, Eugene, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

22-3305 Cascadia State Park Latrine [illegible]

#3410

RECEIVED
7 1951
FOR FILING

22-3305

OREGON STATE HIGHWAY COMMISSION
(date)
Feb. 5, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3410	3-final	Enoch I. Mears	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1415	R-9209	$ 3,168.00	2/2/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Dec. 31, 1950

Time Extensions: Extended to Jan. 6, 1951 without penalty

Completion Date: Jan. 6, 1951

Date Accepted: Jan. 23, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 2-6-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: A. A. Wicklander

RECEIVED
5 1951
FOR FILING

22-3305

3410

February 2, 1951

Mr. Enoch I Waers
478 Gerth Ave.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 20 days, from December 31, 1950 to January 20, 1951, within which tocomplete your contract No. 3410 covering construction of Cascadia State Park Latrine in Linn County.

I am pleased to inform you that the Highway Commission granted your request to and including January 6, 1951, the date of completion of the contract, without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson

NOTED ON CARD

RECEIVED
JAN 19 1951
FOR FILING

[illegible]

3410

January 18, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3410, covering construction of Cascadia State Park Latrine in Linn County, has been completed by the contractor, Enoch I. Maers, and that final payment in the amount of $3,168.00 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $4,950.00, and that no force account work was performed on the job. This contract was completed on January 6, 1951 but has not as yet been accepted by the Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Potts Insurance Agency
229 N. Liberty St.
Salem, Oregon

NOTED ON CARD

RECEIVED
JAN 17 1951
FOR FILING

[illegible]

January 16, 1951

Request for extension of time
No. 11
January 23 and 24 meeting.

State Highway Commission

Gentlemen:

Re: Cascadia State Park Latrine
Contract No. 3410

Enoch I. Moore, contractor for the construction of the Cascadia State Park latrine, requests an extension of time from December 31, 1950 to January 20, 1951 for the completion of work on this project. This request, copy of which is attached, was to permit the completion of painting and the connection to the water system, which has been delayed because of the weather and inability of the State to furnish the necessary pipe.

The project has now been completed as of January 6, and it is recommended that the extension be granted to and including January 6 without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:gm
cc G. S. Paxson

RECEIVED
OCT 24 1950
FOR FILING

[illegible]

[illegible]

October 23, 1950

Mr. Enoch I. Maers
478 Gerth Ave.
Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3410 which was awarded to you on September 28, 1950 by the State Highway Commission, covering Cascadia State Park Latrine in Linn County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded [illegible]

RECEIVED
OCT 3 1950
FOR FILING

22-3305

3410

October 2, 1950

Enoch Mears
478 Garth Ave.,
West Salem, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3410 for construction of a latrine in Cascadia State Park near Foster on State Route 20 in Linn County. This award was based on your low bid of $4,975.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:ds
cc: S. H. Probert
G. S. Paxson

30-1033 Sand Station-Wash. State Line 1950
Sec. of the Col. R. Hwy.
#3411

RECEIVED
MAR 23 1954
FOR FILING

[illegible]-1033

3411

rm No. 1034a—Revised
rm prescribed by
ptroller General, U. S.
September 1950
. Reg. No. 51, Supp. No. 11)

Pub[illegible] VOUCHER FOR PURCHASES [illegible] SERVICES OTHER THAN PERSONAL

D. O. Vou. No. 37[illegible]

Bu. Vou. No.

U. S. Dept. of the Army Engineers
(Department, bureau, or establishment)

Voucher prepared at Walla Walla, Washington 1/14/53
(Give place and date)

THE UNITED STATES, Dr., Payee's Account No. 26259

To Oregon State Highway Department
(Payee)

Salem, Oregon
(Address) (City) (State)

PAID BY
R. N. ANDERSON
Lt. Colonel, C.E.
231,798
JAN 15 1953
Walla Walla, Wash.
(For use of Paying Office)

No. and Date of Order	Date of Delivery or Service 1952	ARTICLES OR SERVICES (Enter description, item number of contract or Federal supply schedule, and other information deemed necessary) Discount Terms	QUANTITY	UNIT PRICE Cost	UNIT PRICE Per	AMOUNT Dollars	AMOUNT Cts.
	2/1-2/21	As per certified invoice attached				4,662	52
		SITE AUDIT					
		COST REIMBURSABLE					
PAYMENT: 3rd Complete ☐ Partial ☐ Final ☒		This contract has been complied with in accordance with its terms and specifications and the articles and / or services contracted for have been accepted by me as satisfactory. Use continuation sheet(s) if necessary					

Shipped from to Weight Government B/L No.

Total	4,662	52
(Payee must NOT use this space) Differences Less deduction as per Schedule "A" attached	3,272	38
Account verified; correct for	1,390	14
(Signature or initials)		

FORWARD TO VENDOR WITH CHECK

Contract No. [illegible]-164-eng-[illegible] Date 12/30/49 Req. No. Date Invoice Rec'd.

1,390.14

MEMORANDUM

R. A. MURRAY
AUTHORIZED CERTIFYING OFFICER

ACCOUNTING CLASSIFICATION (For completion by Administrative Office)

Appropriation, limitation, or project symbol	Appropriation title	Limit'n. or Proj't. *Amount*	Appropriation *Amount*
21x3000	M & I of existing R & H works		1,390.14

Allotment symbol	Amount	Obligations liquidated	COST ACCOUNT Symbol	COST ACCOUNT Amount	OBJECTIVE CLASSIFICATION Symbol	OBJECTIVE CLASSIFICATION Amount
McNary Dam (MCD)					-10	1,390.14

Paid by { Check No. .... dated ...., 19...., for $ 1,390.14 { on Treasurer of the United States in favor of payee named above.
Cash, $........, on ...., 19....

e9-16—62301a-1

METHOD OF OR ABSENCE OF ADVERTISING

METHOD OF ADVERTISING

1. Advertising in newspapers Yes ☐ No ☐.

2. (a) Advertising by circular letters sent to ______ dealers.

(b) And by notices posted in public places Yes ☐ No ☐.

(If notices were not posted in addition to advertising by circular letters sent to dealers, explanation of such omission must be made below.)

ABSENCE OF ADVERTISING

3. Without advertising, under an exigency of the service which existed prior to the order and would not admit of the delay incident to advertising.

4. Without advertising in accordance with ______

5. Without advertising, it being impracticable to secure competition because of ______

(Here state in detail the nature of the exigency or circumstances under which the securing of competition was impracticable under 3 and 4)

NOTE.—The above form "Method of or Absence of Advertising" is to be used when purchases are made or services secured under proper authority without written agreement in any form. In case of a written agreement (formal contract, proposal, and acceptance, or less formal agreement) Standard Form No. 1036—Revised should be used for abstracting the method of or absence of advertising and award of contract. (See General Regulations No. 51, as amended.)

16—22900-2 U. S. GOVERNMENT PRINTING OFFICE

... amounts shown on this ... property char-

DA-45-164-eng-81

2259

5696

Apr & Oct '52

These accounts

R D Kursfatter, Auditor

SCHEDULE "A"

Schedule of Differences

Oregon State Highway Department
Agreement No. DA-45-164-eng-81
Invoice No. 26259 dated Nov.
6, 1952 submitted in the amount
of $4,662.52

Previous invoice No. 26056

As Billed		
Juniper Canyon Bridge Design	$1,218.94	
Should Have Billed		
Juniper Canyon Bridge Design	850.00	
Difference		$ 368.94

Reference is made to paragraph (f) of Article II and Item No. 4 of Exhibit "C" of the agreement in this respect. Agreement as presently written limits reimbursable amount to $850.00.

As Billed		
Inspectors expense on Government contracts	2,903.44	
Should Have Billed		
Inspectors expense on Government contracts	.00	
Difference		2,903.44

Reference is made to paragraph (e) of Article II of the agreement and to letter from Resident Engineer, C. of E. to the Oregon State Highway Department under date of May 6, 1950 to which no reply was received.

Total Difference	$3,272.38

285

X--10M--9-52

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. [illegible]

U. S. Army, Corps of Engineers

Walla Walla, Washington

Date Nov. 6, 1952

Your Req. No.

Billing Request No. MD 3837

Credit distribution:

30-4521-164	4,564.89
5903-831	97.63

Attn: District Engineer

This billing is for final cost of restoring the fill on the Juniper Canyon Bridge due to a washout on January 30, 1952. This bridge is on the Sand Station-Washington Sate Line section of the Columbia River Highway, Umatilla County, Oregon.
The work done in restoring this fill was performed by the Oregon State Highway Maintenance Section and Extra Gang Crews during February, 1952. This bill is in accordance with letter of October 7, 1952 to R. H. Baldock from E. G. Wainwright of the Corps of Engineers and Change Order No. 1 to correct cont. DA-45-164-Aug. 81.

Labor and Insurance	$2,260.63
Per Diem Expense	450.00
Equipment Rental	1,541.90
Supplies	312.47
Materials	97.52
Total	$4,662.52

State Printing 59963

5 144

RECEIVED
FOR FILING

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
~~10 E. Poplar Street~~
BLDG. 602, CITY COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS
32-1032
NPWCA
REFER TO FILE
3411
No.

Cross Referenced To
Adm — W. C. WILLIAMS
U.S. Gov't
War Dept. McNary Dam
NOTED

November 13, 1952

Cross Referenced To
Const
Bridges
Gen

Oregon State Highway Department
Salem
Oregon

ATTENTION: Mr. W. C. Williams, Assistant State Highway Engineer

Dear Sir:

Having received your final billing in connection with Agreement No. DA-45-164-eng-81 I would very much appreciate your informing Mr. Maison of your accounting department that I plan to be in Salem on Monday, November 17th to complete examination of his records in connection with the billings.

FOR THE DISTRICT ENGINEER:

Yours very truly,

O. C. Lackey
O. C. LACKEY
Chief, Audit Branch

[illegible]

RECEIVED

53

FILING

file

July 16, 1952

Corps of Engineers, U.S. Army
Office of District Engineer
Walla Walla District
19 #. Poplar Street
Walla Walla, Washington

Gentlemen:

We are enclosing herewith five copies of an agreement between the United States Government and the Oregon State Highway Commission providing for reimbursement for cost of repairing damage to a bridge in Juniper Canyon east of McNary Dam. These copies have been executed by the State Highway Commission and are now ready for the signature of the proper official of the U.S. Government. DA-45-164-Eng-81

When fully signed will you please return one copy to this office for the Commission's files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 5

not yet returned 9-17-52 rn

Filed 10-31-53

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF DISTRICT ENGINEER
WALLA WALLA DISTRICT
19 E. POPLAR STREET
Building 602 ~~WALLA WALLA, WASHINGTON~~ City-County Airport

REFER TO FILE NPWGD

NO.

June 20, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

There are inclosed herewith for execution by the Oregon State Highway Commission, six copies of a supplemental agreement to Contract DA-45-164-eng-81 for the performance of necessary remedial work to the roadbed section at Juniper Canyon Bridge.

The amount of $4,662.52, as set forth in the agreement, is the amount which was shown on the itemized account submitted with your letter of April 18, 1952 and verified in your letter of April 30, 1952.

Upon execution of the supplemental agreement, it would be appreciated if you would return five copies to this office, retaining the sixth copy for your files.

FOR THE DISTRICT ENGINEER:

Very truly yours,

MIN. A
FOR
R. N. ANDERSON
Lt. Col., Corps of Engineers
Executive Officer

Incl.(6 cpys)
Supplemental Agrmt.

1952

FOR FILING

Cross Referenced To:
adm
U S Army
War Dept.
McNary Dam

5-d

June 26, 1952

Oregon State Highway Commission

Gentlemen:

On January 31, 1952 high water in Juniper Canyon, which is a few miles east of McNary Dam, washed out sections of the bridge approaches on US730-395. It was our opinion that this damage was caused by inadequate protection of the bridge approaches when reconstructed by the Army Engineers, and we made a demand upon the Government for payment of the cost of restoration. In order to restore traffic we repaired the damage as soon as possible with state highway crews, and the cost was $4,66[illegible].5[illegible].

The Army Engineers have now agreed to reimburse the State for this cost and have prepared a form of agreement for execution by the State Highway Commission. Upon execution of this agreement the Government will be in a position to reimburse the State for the moneys expended.

The agreement form will be presented to you for your consideration at the next meeting, and I recommend your approval thereof.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

cc Mr. C. H. Maison

Sand Station - [illegible] state line
Section - Col. Riv. Hwy.
[illegible] #34 11- 30-1033

REFERRED TO
Query
BY SECRETARY

were the agreements
sent to the
army Engineers?

NOTED
R. B. GLAISYER

all copies sent to them 7-16
we asked that 1 be returned.
F.G.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
Building 602 ~~10 EAST POPLAR STREET~~ City-County Airport
WALLA WALLA, WASHINGTON

REFER TO FILE NPWGD

NO

June 20, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

There are inclosed herewith for execution by the Oregon State Highway Commission, six copies of a supplemental agreement to Contract DA-45-164-eng-81 for the performance of necessary remedial work to the roadbed section at Juniper Canyon Bridge.

The amount of $4,662.52, as set forth in the agreement, is the amount which was shown on the itemized account submitted with your letter of April 18, 1952 and verified in your letter of April 30, 1952.

Upon execution of the supplemental agreement, it would be appreciated if you would return five copies to this office, retaining the sixth copy for your files.

FOR THE DISTRICT ENGINEER:

NOTED
W. C. WILLIAMS

Very truly yours,

V. Baldwin
V. BALDWIN
CHIEF ADMIN. ASST.
FOR
R. N. ANDERSON
Lt. Col., Corps of Engineers
Executive Officer

Incl.(6 cpys)
Supplemental Agrmt.

RECEIVED

Agreement No. DA-45-164-eng-81
Modification No. 1

SUPPLEMENTAL AGREEMENT

THIS SUPPLEMENTAL AGREEMENT, entered into this ______ day of __________, 1952, by and between the UNITED STATES OF AMERICA (hereinafter called the Government) represented by the Contracting Officer executing this agreement, and the STATE OF OREGON, acting by and through the OREGON STATE HIGHWAY COMMISSION, Salem, Oregon (hereinafter called the State), witnesseth that:

WHEREAS, on the 30th day of December, 1949, the parties hereto entered into Agreement No. DA-45-164-eng-81 providing for the relocation of portions of Oregon State Highway U. S. Nos. 730 and 395, as shown on Exhibit "A," all as necessitated by the construction and operation of the McNary Lock and Dam Project, on the Columbia River in Oregon and Washington, and

WHEREAS, it is found advantageous and in the best interests of the Government to modify the said agreement for the following reasons:

1. Under the aforesaid agreement, the Government performed certain portions of the required work within the limits as shown on Exhibit "A."

2. Subsequently, a flash flood occurred on the 31st day of January, 1952, at Juniper Canyon Bridge causing damage to certain portions of the roadbed section previously constructed by the Government.

3. Inasmuch as it is necessary to repair and strengthen the areas which were damaged due to the flood, it is desired that the State with its available equipment and experienced personnel perform such work.

NOW, THEREFORE, said agreement is hereby modified in the following particulars, but in no others:

To Exhibit "C" add Item No. 5 as follows:

ITEM NO. 5:

For furnishing all material and equipment and performing all labor required to repair the damaged roadbed section at the ends of Juniper Canyon Bridge . . . . At Actual Cost

Payment under this item is estimated to total $4,662.52, and shall include all costs therefor incurred prior to or subsequent to the execution and approval of this agreement.

All other terms and conditions of said agreement as it heretofore may have been modified shall be and remain the same.

This Supplemental Agreement shall be subject to the manual approval of the Chief of Engineers and shall not be binding until so approved.

IN WITNESS WHEREOF, this Supplemental Agreement has been executed by the Government pursuant to its authority in law, and by the State of Oregon, by and through its Highway Commission, as of the day and year first above written.

THE UNITED STATES OF AMERICA

By: ______________________________

STATE OF OREGON (by and through the Oregon State Highway Commission)

By Ben R Chandler
Chairman

By Chas H Reynolds
Commissioner

By ______________________________
Commissioner

APPROVED AS TO FORM AND LEGALITY

C W Enfield
Chief Counsel

RECOMMENDED FOR APPROVAL

____
Assistant State Highway Engineer

ATTEST:

____
Secretary

I, H. B. Glaisyer, certify that I am the Secretary of the Oregon State Highway Commission; that the officials who signed this Supplemental Agreement on behalf of the State were then members of said Commission; that said Agreement was duly signed for and on behalf of the State of Oregon by said Commission by authority of law and is within the scope of its legal powers.

IN WITNESS WHEREOF, I have hereunto affixed my hand and the seal of said Commission this 11th day of July 1952.

____
Secretary

ED
FOR FILING

Cross Referenced To:
Dam
[illegible]
[illegible]
McNary Dam

April 30, 1952

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Your File: NPWGD

Attention: Lt. Col. R. N. Anderson

Dear Sir:

I am sorry that our letter of April 18 indicated conflicting amounts of the cost of repairing washouts at the Juniper Canyon Bridge ends. The itemized amount, which is $4,662.52, is correct. The $4,760 item was the amount anticipated before the final check, and we inadvertently failed to correct this item.

The supplemental agreement should provide for reimbursement in the amount of $4,666.52.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
Building 602 ~~10 E. Poplar Street~~ City-County Airport
WALLA WALLA, WASHINGTON

REFER TO FILE NO. NPWGD

April 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Receipt is acknowledged of your letter dated April 18, 1952 regarding the preparation of a modification to Agreement No. DA-45-164-eng-81 in order to provide reimbursement to the State for repair work performed at the Juniper Canyon bridge site.

In your letter you stated that the modification should provide for a payment of $4,760.00. It is noted, however, that the itemized account of the work performed, which accompanied your letter, shows a cost of $4,662.52. It is presumed that the difference between these sums reflects your indirect costs.

However, prior to the preparation of the supplemental agreement, it is necessary that additional information be submitted, setting forth your indirect costs. In accordance with Article II, paragraph (b) of Agreement No. DA-45-164-eng-81, these costs should be itemized.

The early receipt of this information will be appreciated in order that the modification to the agreement can be made.

FOR THE DISTRICT ENGINEER:

Very truly yours,

[illegible]
W. C. WILL[illegible]

RNAnderson
R. N. ANDERSON
Lt. Col., Corps of Engineers
Executive Officer

IVED

OR FILING

Cross Referenced To:
Adm
[illegible]
Har. Dept.
McNary Dam

April 18, 1952

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City County Airport
Walla Walla, Washington

Your File: NPPWHE

Dear Sir:

Reference is made to your letter of April 10 relative to Agreement No. DA-45-164-eng-81 for relocation of a portion of Oregon State Highways Nos. 730 and 395 in Umatilla County.

It is requested that you initiate action to draft a supplement to this agreement, incorporating provisions for reimbursing the State of Oregon in the amount of $4,760, which amount was expended to repair washouts occurring at Juniper Canyon Bridge ends.

In my letter to you under date of March 10 I advised that the cost of the work at that time was estimated at $4,607, but when the final billing was itemized the amount was determined at $4,662.52. I attach hereto duplicate copies of the billing, which includes labor, equipment, and supplies only, with no percentage for overhead. We will not at this time pursue further the matter of placing additional rock fill as mentioned in my letter of March 27 on your advice that this condition will automatically correct itself next year when the pool is raised. Should failure occur in the meanwhile, we reserve the right to request replacement of such failure without cost to the State.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Encl.

cc Mr. W. C. Williams
Mr. E. A. Collier

The following is an itemized statement of cost of restoring the fill on the Juniper Canyon Bridge, due to a washout on January 30 and 31, 1952.

This work was performed by Highway Maintenance Section and Extra Gang Crews.

LABOR

Section Maintenance Crew #152-04 from Pendleton

February 4th to 5th inclusive

Light Truck Driver		8 hours at $1.36	$10.88
" " "	(Overtime)	2 hours at 2.04	4.08
Kettleman		16 hours at 1.42	22.72
"	(Overtime)	2 hours at 2.13	4.26
			$41.94

Section Maintenance Crew #-52-09 from Hermiston

February 2nd to 13th inclusive

Foreman	at $379.00 per month	4 days at $15.16	per day	$ 60.64
Loader Opr.		64 hrs. at 1.42		90.88
" "		18 hrs. at 2.13	(Overtime)	38.34
Foreman Helper	at $350.00 per month	2 days at 14.00	per day	28.00
Kettleman		72 hrs. at 1.42		102.24
"		20 hrs. at 2.13	(Overtime)	42.60
				$362.70

Extra Gang Maintenance Crew #345-00 from LaGrande

February 1st to 16th inclusive

Foreman	at $379.00 per month	12 days at $15.16	per day	$181.92
Heavy Truck Dr.		400 hrs. at 1.50		600.00
" " "		82 hrs. at 2.25	(Overtime)	184.50
Shovel Opr.		128 hrs. at 1.77		226.56
" "		40½ hrs. at 2.66	(Overtime)	107.73
Dozer Opr.		64 hrs. at 1.77		113.28
" "		20½ hrs. at 2.66	(Overtime)	54.53
Flagman		56 hrs. at 1.28		71.68
"		4 hrs. at 1.92	(Overtime)	7.68
				1547.88
			Sub-total	1952.52
	10.78% Vacation, Sick Leave & Insurance			210.48
	5% Retirement Fund			97.63
			Total Labor	2260.63

Crew #345-00 is an Extra Gang Crew and receives an expense allowance of $4.50 per day whenever more than 17 miles from their permanent headquarters. Therefore, this crew was paid an expense allowance while on this project amounting to $450.00 $450.00

UIPMENT

Crew #152-09 from Hermiston

				Days		
February 2- 5	inclusive	Chev.	#49-247	4	at $4.85	$19.40
February 1-13	"	Ford.	48-336	13	4.85	63.05
February " "	"	Ford	40-375	13	4.85	63.05
February 1- 7	"	Scoop	49-861	7	8.55	59.85

Crew #345-00 from La Grande

					Days		
February	1-13	inclusive	Chev.	#50-109	13	at $3.00	39.00
"	2- 7	"	Chev.	42-221	6	4.85	29.10
"	4-13	"	Shovel	50-731	11	19.80	217.80
"	4- 7	"	Shovel	45-732	4	19.80	79.20
"	1- 4	"	Federal	41-329	3	15.85	47.55
"	1- 4	"	Trailer	46-828	3	4.95	14.85
"	1- 8	"	G.M.C.	41-469	7	15.85	109.55
"	1-13	"	G.M.C.	41-466	11	15.85	174.35
"	2- 8	"	G.M.C.	41-470	10	15.85	158.50
"	2-13	"	G.M.C.	41-468	10	15.85	158.50
"	2-12	"	Dozer	49-962	9	5.30	47.70
"	2-12	"	Tractor	48-810	9	14.50	130.50
"	5-11	"	Inter.	49-504	5	15.85	79.25
"	2-21	"	Truck	45-456	2	15.85	31.70
"	2-21	"	Trailer	50-831	2	8.80	17.60
						Total Equipment	1540.50

GAS, OIL & GREASE

Crew #152-09 and # 345-00

February 1-13 inclusive	1302 gal. gas	at	$ .223	$290.35
	44 qt. oil		.13	5.72
	55 lbs. grease		.13	7.15
	4 gal. kerosene		.19	.76
	54 gal. diesel		.115	6.21
	6 gal. gas		.228	1.37
	7 qt. oil		.13	.91
			Total Gas etc.	$312.47

MATERIAL

192' 8"	5/8" wire rope	$ 38.84
214'	5/8" cable	43.15
98'	1/2" cable	16.93
	Total Material	$ 98.92

GRAND TOTAL $4662.52

Credit 30-4521-164	$4,564.89
Credit 5903-831	97.63

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
~~10 E. POPLAR STREET~~
BLDG. 102, CITY COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWHE
REFER TO FILE
NO.

April 10, 1952

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to our Agreement No. DA-45-164-eng-81 for the relocation of a portion of Oregon State Highways Nos. 730 and 395 in Umatilla County, Oregon, and, in this connection, to your letters dated March 10 and March 27, 1952, relative to the recent washout of approaches to the Juniper Canyon Bridge.

Your letter of March 10, 1952, notified this office that serious erosion occurred at the bridge ends on January 31, 1952, which necessitated immediate action on your part to correct the damage and thus to avoid interruption of traffic. It was stated in your letter that the costs to date for accomplishing the work, and which you believe to be final, are approximately $4,607.00. As you are aware, the design was based on the conditions expected after the McNary reservoir is formed and therefore riprap protection of the slopes which will be in deep water when the pool is raised was kept to a minimum. Accordingly, the damage to the embankment may be considered in part the result of a design deficiency. At present, however, there is no basis in our agreement or under existing appropriations for reimbursing you for your work. It is believed that such work can be added to our agreement by a supplemental agreement, providing higher federal authority agrees that this work is our responsibility and approves of its inclusion by supplemental agreement. To initiate action in this matter, it is planned, subject to your approval, to draft a supplement to our agreement, incorporating provisions for this additional work and reimbursing the State of Oregon therefor. This draft would then be forwarded through channels for approval.

Concerning the matter discussed in the second paragraph of your letter dated March 27, this office does not consider it necessary to flatten the slopes at these bridge ends to a 2:1 slope to avoid possible future repetition of damage. The added expense of placing rock fill would be difficult to justify in view of the fact that the pool will be raised next year, and thereafter the fill will be superfluous and serve no useful purpose.

RECEIVED
APR 14 1952
OREGON
STATE HIGHWAY COMMISSION

It is requested you inform this office by letter whether or not you desire that a supplemental agreement be drafted and processed as above described.

Very truly yours,

W H Mills

W. H. MILLS
Colonel, Corps of Engineers
District Engineer

EIVED
1952
FOR FILING

Cross Referenced To:
Dam
U S Govt
War Dept.
McNary Dam

March 27, 1952

The District Engineer
Corps of Engineers, Department of the Army
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

Please refer to my letter under date of March 10, 1952, relative to washout of bridge approaches at Juniper Canyon on US730 and US395. At that time I advised you that the cost to the State of Oregon to repair the damage cuased by the washout was $4,607, which we believed to be final.

We are now advised by our field engineers that they consider it necessary to flatten the slopes at these bridge ends to a 2:1 slope to avoid future repetition of damage. It is estimated that it will require 2,500 cubic yards of rock fill to stabilize these slopes in satisfactory condition, and the estimated cost of this additional placement of rock is $3,000.

We have had no reply to our letter of March 10 and would appreciate your advising us relative to the matters brought up at that time, as well as facts presented in this letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. E. A. Collier

FORM E-30 25M 9-51

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1952

SUBJECT: Upper Columbia Highway
Juniper Canyon Wash-out

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Dear Sir:

On March 10 you wrote to the District Engineer for the Army, at Walla Walla, Washington, advising them of wash-out, on January 31, 1952, at the Juniper Canyon Bridge ends.

Supplementing the previous information, you will find attached hereto a set of four pictures, in duplicate, showing wash-out and replacement in various stages. Attached hereto you will also find copy of a letter from Mr. Chidsey. With this letter was submitted an itemized statement of the cost of restoring the fill, which totaled $4,760.00, this covering costs only for labor, equipment, and supplies; it did not include any percent for overhead. We are retaining this statement, and, upon instruction, will prepare billing, or submit this to the Accounting Division, if you wish them to prepare the billing.

Please note that Mr. Smitton is preparing an estimate of cost to flatten slopes of the fill to at least 2:1, and that these figures will be submitted later. Mr. Chidsey and Mr. Smitton think that the present fill slopes leading each way from the bridge are too steep for stability.

Very truly yours,

EOCollier

E. A. Collier
Maintenance Engineer

NOTED
W. C. WILLIAMS

EAC:IH
Enclosures
cc: W. W. [illegible]
E. F. Chidsey (2)

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1952

SUBJECT: Upper Columbia Highway
Juniper Canyon Wash-out

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Dear Sir:

On March 10 you wrote to the District Engineer for the Army, at Walla Walla, Washington, advising them of wash-out, on January 31, 1952, at the Juniper Canyon Bridge ends.

Supplementing the previous information, you will find attached hereto a set of four pictures, in duplicate, showing wash-out and replacement in various stages. Attached hereto you will also find copy of a letter from Mr. Chidsey. With this letter was submitted an itemized statement of the cost of restoring the fill, which totaled $4,760.00, this covering costs only for labor, equipment, and supplies; it did not include any percent for overhead. We are retaining this statement, and, upon instruction, will prepare billing, or submit this to the Accounting Division, if you wish them to prepare the billing.

Please note that Mr. Smitton is preparing an estimate of cost to flatten slopes of the fill to at least 2:1, and that these figures will be submitted later. Mr. Chidsey and Mr. Smitton think that the present fill slopes leading each way from the bridge are too steep for stability.

Very truly yours,

E. A. Collier
Maintenance Engineer

NOTED
W. C. WILLIAMS

EAC:IH
Enclosures
cc: W. W. Stiffler
E. F. Chidsey (2)

FORM E-30X 25M 6-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 24, 1952

SUBJECT:

To:

~~Mr. E. A. Collier~~
~~Maintenance Engineer~~
~~Oregon State Highway Commission~~
~~Salem, Oregon~~

NOTED
W. C. WILLIAMS

Dear Sir:

I am submitting herewith Field Notes showing cross-sections over the present fill at the Juniper Canyon Bridge, and a Estimate of the quantities necessary to flatten the slopes to a minimum of two to one.

It appears that it will require about 2500 cubic yards of additional fill material to secure the desired slopes. This material should be large size rock similar to that employed in replacing the portion of the fill washed out under the bridge. This material will cost us probably a little over one dollar a yard, and I would estimate the total cost of the job at three thousand dollars.

Very truly yours,

E. F. CHIDSEY
Division Engineer

EFC/pd

encl.

cc W. C. Williams ✓

E A [illegible]

FORM E-30X 25M 6-50 42289

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 21, 1952

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am submitting herewith an itemized statement of costs incurred in restoring the fill in the Juniper Canyon Bridge.

In addition to this work it is obvious that the east portion of the fill at Juniper Canyon should be reinforced with flatter slopes. Cross-sections taken over the fill show that the present slope is in some instances as steep as 1¼ to 1. As this fill is constructed of gravel containing a large percentage of fines it is obvious that such slopes will not stand when covered by water.

Mr. Smitton is preparing an Estimate of Cost of the additional work necessary to flatten the slopes of this fill to at least a 2 to 1 and these figures will be submitted later.

I recommend that the costs shown on the enclosed statement and also the cost of reinforcing the balance of the fill be collected from the Army Engineers. Such a request to the Army Engineers should originate in the Salem Office at a high level.

Very truly yours,

E. F. CHILSEY
Division Engineer

EFC/pd

STATE HIGHWAY C ISSION

RUCTION CROSS SECTION NOTES

rm E-32—10M—4-51 State Printing Dept. 48419

READINGS		Remarks or
C	Right	Sketches

Field Notes

Proposed Flattening of
Fill Slopes adjacent
to Juniper Canyon Cr.
Wallula Cut-off
Umatilla
Hwy #2
MP 207.24

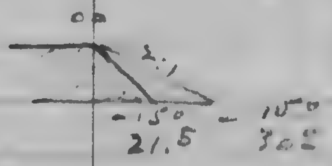
L. C. Smith
DNTS.

EGON STATE HIGHWAY C ISSION

NSTRUCTION CROSS SECTION NOTES

Form E-32—10M 4-51 State Printing Dept. 48419

C	READINGS Right	Remarks or Sketches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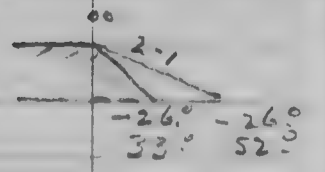
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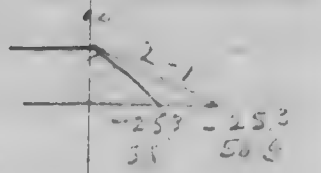
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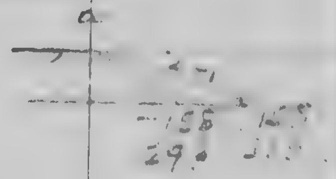


R FILING

March 10, 1952

The District Engineer
Corps of Engineers, Department of the Army
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

On January 31, 1952 serious erosion occurred at the Juniper Canyon Bridge ends. In order to permit traffic to continue using the highway it was necessary to rush a power shovel, bulldozer, and trucks to restore the damage, and the costs to date, which we believe are final, are approximately $4,607.

This Department, under dates of June 19, 1950 and August 18, 1950, objected to the manner of constructing the fill across Juniper Canyon, particularly at the bridge site. At that time we advised that we anticipated erosion but would be willing to accept your recommendations for the manner of placing the fill, provided we would be assured that you would take care of repairs if serious erosion took place. It was your reply that, under existing regulations, funds for future maintenance of highways cannot be diverted from funds allocated for maintenance of dams and appurtenant works. However, you furnished us an excerpt from the Flood Control Act of 1946, which provides for the restoration or repair of highway embankments which might be damaged due to the operation of a dam or reservoir.

Under the present conditions, it is our position that the construction was not adequate and that the State should be reimbursed for the necessary repairs at the Juniper Bridge ends.

I might advise you that we are now completing our final figures on the contract for guard rail and bituminous macadam surfacing on the Sand Station-Washington State Line project, and it appears that the final costs, including inspection, etc., will be approximately $126,000. The project authorization for this work is $133,845.19, as per our letter addressed to you under date of October 4, 1950. It would thus appear that there are sufficient funds unused on this project to permit repayment to the State for the Juniper Bridge fill if you so desire.

We will be pleased to hear from you relative to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. E. A. Collier

WCW:me

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1952

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Mar 1- [illegible]
4607

NOTED
W. C. WILLIAMS

Dear Sir:

Early in February we spoke of trying to secure financial aid from U. S. Army Engineers to restore washout at Juniper Canyon Bridge above McNary Dam, which occurred January 31, 1952.

Mr. Chidsey advised there was some argument at the time this bridge was built last year as to necessity for rip rap to protect approach fills. It was hoped railroad bridge below would prevent wash at highway bridge, but events proved otherwise.

Serious wash at East end occurred and some at West end, and shovel, dozer and trucks were immediately sent to restore fill and protect it. Costs to February 9, 1952 have been $3200.

On Mr. Smitton's Weekly Report for February 16, he made this comment. "Mr. Loyd Sharp, Army Engineer was in office P.M. investigating washout at Juniper. Yeck says he seemed to think we had done a good job of replacement and probably would get reimbursed."

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:dk

cc E. F. Chidsey

FORM E 30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 3, 1952

SUBJECT:

To:

Mr. L. R. Chandler
Maintenance Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Smitton has kept an accurate itemized account of the costs involved in replacing the approaches to the Juniper Canyon Bridge.

It is our intention to ask the Army Engineers to reimburse the State for the work being done and to ask payment for additional work in flattening the slopes on the east approach prior to flooding of the area.

Very truly yours,

E. F. CHIDSEY
Division Engineer

EFC/pd

cc 10, 10, 3. ✓

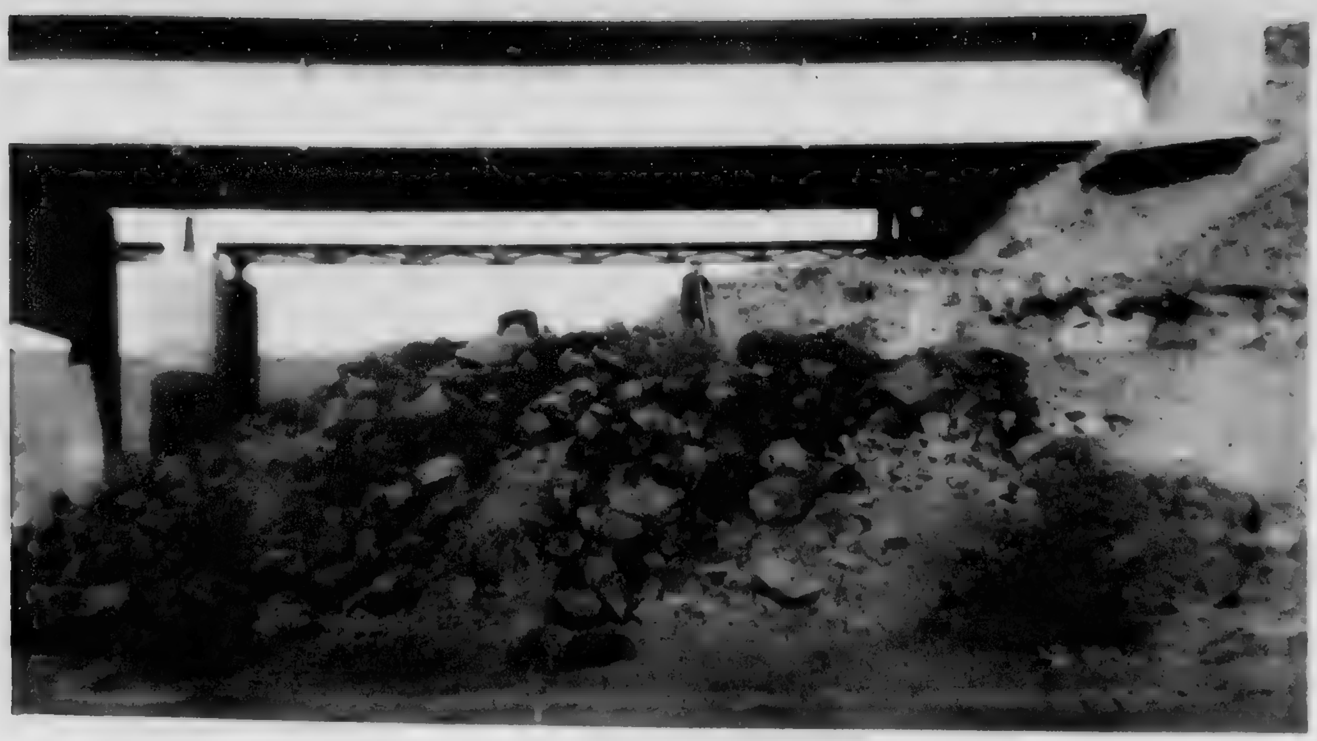
NOTED
E. A. COLLIER

NOTED
W. A. [illegible]

[illegible]

[illegible]

[illegible]



RECEIVED
OCT 1952
FOR FILING

31-1133

3411

October 20, 1952

Corps of Engineers, U. S. Army
City-County Airport
Walla Walla, Washington

Gentlemen:

On September 17, 1952, we submitted to you our invoice No. 25593 in the amount of $121,707.69, covering expense incurred in the relocation of a portion of the Columbia River Highway in Umatilla County, Oregon.

The relocation of this section was necessitated by the construction of McNary Dam and Reservoir and is covered by the provisions of agreement No. DA-45-164-3eng. 81, signed December 30, 1949.

Since receiving your telephone call calling attention to a discrepancy between the mileage as shown on our invoice for "preparation of base" and the mileage as mentioned in the agreement, a recheck of the invoice has been made. Some work, outside the limits of the agreement, was done in connection with this contract and was overlooked when the billing was prepared. This additional work was an obligation of the state and should not have been included in the billing to you.

We have prepared and are attaching hereto a revised invoice in the amount of $118,424.18. We are also including three copies of the contract and three copies of all work orders.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

Encl.

cc: W. C. Williams

RECEIVED
SEP 23 1952
FOR FILING

September 17, 1952

District Engineer
Corps of Engineers, U.S. Army
19 E. Poplar Street
Walla Walla, Washington

Re: Invoice #25583

Dear Sir:

We are submitting herewith, for reimbursement, our invoice in the amount of $121,707.69 together with a detailed tabulation showing our actual expense incurred in the relocation of a portion of the Columbia River Highway in Umatilla County, Oregon.

Our records show the construction work was completed on August 31, 1951.

The work was completed in accordance with the provisions of agreement No. DA-45-164-eng 81 signed December 30, 1949, for the relocation of a portion of Oregon State Highway U.S. Nos. 730 and 395 in Umatilla County, necessitated by the construction of McNary Dam and Reservoir.

We call to your attention that this invoice does not include expense incurred in connection with the restoring of the fill at Juniper Canyon Bridge, east of McNary Dam. An agreement providing for the reimbursement of the expense incurred by the state in restoring this fill was signed July 11, 1952.

As the signed agreement is not yet in our file, we will wait to obtain the agreement number, date, etc. before submitting an invoice.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

JAH/sjc

INVOICE

Oregon State Highway Department

SALEM, OREGON

District Engineer, U. S. Army
19 East Poplar St.
Walla Walla, Washington

Invoice No. 25583
Date Sept. 16, 1952
Your Req. No.
Billing Request No. OE 5534
Credit distribution: see below

Statement of final cost of paving and guard rail construction on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, Ore. Contractor A. H. Saxton & Sons, state contract No. 3411, in accordance with the provisions of agreement No. DA-45-164-eng-81 signed December 30, 1949.

Contract Items

COPY

Crushed Rock Leveling Course	$ 24,217.62
Bituminous Macadam Surface	63,319.74
Metal Guard Rail	25,102.70
Subtotal	$112,640.06
Construction Engineering	4,945.25
Juniper Canyon Bridge Design	1,218.94
Inspectors Expense on Government Contracts	2,903.44
(See attached tabulation for detail)	$121,707.69

30-1033-299 (Co-op)	$117,585.31
30-1470-299 (Co-op)	1,218.54
30-1473-299 (Co-op)	2,903.44

State Printing 83861

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

September 11, 1952

Copy

Statement of final cost of paving and guard rail construction on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, Oregon. Contractor A. H. Saxton & Sons, state contract No. 3411, in accordance with the provisions of agreement No. DA 45-164-eng-81 signed December 30, 1949.

Crushed Rock Leveling Course:

Preparation of subbase	7.04	miles	$150.00	$ 1,056.00
3/4" - 0 Leveling rock	12,078	cu. yds.	1.79	21,619.62
Sprinkling	771	gals.	2.00	1,542.00
				$24,217.62

Bituminous Macadam Surface:

Preparation of base	8.12	miles	$200.00	$ 1,624.00
Furnishing and placing aggregates	9,630	cu. yds.	2.95	28,408.50
Furnishing and placing RS-3 asphalt	145.04	tons	39.00	5,656.56
Furnishing and placing 120-150 asphalt	571.81	tons	38.00	21,728.78
Furnishing and placing Emulsion	105.95	tons	42.00	4,449.90
Furnishing and placing 3/4" - 1/2" aggregate in 0-9 oil mat surface	330	cu. yds.	4.40	1,452.00
				$63,319.74

Metal Guard Rail:

Metal guard rail	10,246	lin. ft.	$ 2.45	$25,102.70

	$112,640.06
Construction engineering	4,945.25
Subtotal construction	$117,585.31
Juniper Canyon Bridge Design	$ 1,218.94
Inspectors Expense on Government Contracts	$ 2,903.44
Grand Total	$121,707.69

RECEIVED
FOR FILING

[illegible]

(CONTRACT NO.) 3411

OREGON STATE HIGHWAY DEPARTMENT

	(date)		
	March 26, 1952		
	(EST. NO.)	(CONTRACTOR)	
3411	7 & 8-final	A. H. Saxton & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4578	B-36902	$ 4,172/49	3/26/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1951

Time Extensions: Extended to Aug. 31, 1951 without penalty

Completion Date: Aug. 31, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-27-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 27 1952

NOTED ON CARD
3-27-52

RECEIVED
FOR FILING

March 6, 1952

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State highway contract No. 3411 for work performed on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County was completed by the contractor, A. H. Saxton & Sons, on August 31, 1951 and was formally accepted by the Highway Commission on September 12, 1951.

Revised final payment in the amount of $4,172.49 will be released to the contractor immediately. The revised total contract amount is $131,711.13, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

R. H. Baldock

CEIVED [illegible]

December 21, 1951

FINAL COST ANALYSIS
Sand Station - Washington State Line
Guard Rail and Bit. Macadam Surfacing

Contractor - A. H. Saxton & Sons
Resident Engineer - W. S. Hodge

Contract #3411
Prefix 30-1033

247

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Preparation of Subbase	7.32	Mile	150.00	122.21	$ 894.59	$ 1,098.00
***Rock in Level Course	12.492	Cu. Yd.	1.79	1.67	20,840.74	22,360.68
**Sprinkling	775.5	M/Gal.	2.00	1.12	872.20	1,551.00
**Preparation of Base	8.4	Mile	200.00	95.18	799.58	1,680.00
*&**Furn. & Place Aggr.	9960	Cu. Yd.	2.95	2.47	24,603.83	29,382.00
**Furn. & Place RC-3" Binder Course	150.06	Ton	39.00	36.26	5,440.46	5,852.34
**Furn. & Place 120-150 Asphalt	593.45	Ton	38.00	33.04	19,609.99	22,551.10
**Furn. & Place RS-1 Emuls. Asphalt	109.28	Ton	42.00	38.46	4,203.48	4,589.76
***Metal Guard Rail	11,525	L. F.	2.45	1.996	23,008.00	28,236.25
**P. A. #(1) Prep. of Subbase	.83	Mile	150.00	146.07	121.24	139.50
*&**(2) 3/4"-0" Rock in Level Course	1560	Cu. Yd.	2.60	2.02	3,155.50	4,056.00
**(3) Sprinkling	67.5	M/Gal.	2.00	1.75	118.17	135.00
**(4) Prep. of Base	.93	Mile	200.00	96.19	89.46	186.00
*&**(5) Furn. & Place Aggr.	1170	Cu.Yd.	4.75	3.57	4,179.12	5,557.50
**(8) Furn. & Place Rs-1 Emuls. Asphalt	14.88	Ton	45.00	38.46	572.28	669.60
**P. A. #2 Change Asph. used in P.A. #1						
From 120-150 to 150-200	85.96	Ton	40.00	33.04	2,840.12	3,438.40
					$111,348.76	$131,483.13

	Gross Rev.	Total Cost	Profit	% of Profit
* A. H. [illegible]axton & Sons	$ 37,489.08	$ 34,463.61	$ 3,025.47	8%
** R. W. McKenzie	65,757.80	53,877.15	11,880.65	18%
*** R & W Construction Co.	28,236.25	23,008.00	5,228.25	18.5%
	$131,483.13	$111,348.76	$20,134.37	15.3%

Sand Station - Washington State Line
Contract #3411
A. H. Saxton

Detail of Cost

Labor:			
Labor		$11,616.88	
Labor Insurance		949.90	
			$12,566.78
Materials:			
Rock Purchased from State Stockpiles at M.P. 203.6			
3/4-1/2 Rock	330 C.Y. at $3.00	$ 990.00	
1/4-0 "	78 " " " 3.00	234.00	
			1,224.00
Equipment Rentals & Misc. Supplies			
Equipment Rental		$12,654.70	
Gas, Oil & Grease		3,602.88	
P.U.C.		159.88	
Bond		713.84	
Freight & Cartage		294.50	
General Overhead		1,250.00	
Lumber for Bunkers		1,425.57	
Small tools & misc. Supplies		571.46	
			20,672.83
Total Cost			$34,463.61

Sand Station - Washington State Line
Contract #3411
Mc Kenzie

Detail of Cost

Labor:				
Labor			$11,632.08	
Labor Insurance			872.41	
				$12,504.49
Materials:				
RC-3 Asphalt	150.06 Ton	at $23.00	3,451.38	
120-150 Asphalt	593.45 "	" 21.00	12,462.45	
RS-1 Emuls.	124.16 "	" 24.36	3,014.54	
150-200 Asphalt	85.96 "	" 21.00	1,805.16	
Freight	953.63 "	" 6.80	6,484.68	
				27,218.21
Equipment Rental & Misc. Supplies				
Equipment Rental			8,412.25	
Gas, Oil & Grease			2,853.42	
Bond			414.24	
P.U.C.			172.50	
Move In, Freight & Cartage			329.31	
Overhead & Office Rent			1,972.73	
				14,154.45
Total Cost				$53,377.15

Sand Station - Washington State Line
Contract #3411
R. & M. Construction Co.

Detail of Cost

Labor:			
Labor		$ 3,780.00	
Labor Insurance		283.50	
			$ 4,063.50
Materials:			
Metal Guard Rail & Posts	11,525' at $1.42	$16,365.50	
Paint		360.00	
			$16,725.50
Equipment Rentals & Misc. Supplies:			
Equipment & Rental		$ 1,184.00	
Gas, Oil & Grease		385.00	
General Overhead		650.00	
			2,219.00
Total Cost			$23,008.00

Sand Station - Washington State Line
Contract #3411

Breakdown of Crushing Costs

	Amount	Quantity	Unit	Cost Per C.Y.
Move In & Setup	$ 5,469.82	24,774	Cu. Yds.	$ .221
Load & Haul to Crusher	7,952.69	24,774	" "	.321
Crushing	13,470.46	24,774	" "	.543
Haul to Stockpile	4,812.45	24,774	" "	.194
Stockpile	2,758.19	24,774	" "	.111
	$34,463.61	24,774	Cu. Yds.	$1.39

Sand Station - Washington State Line
Contract #3411

Remarks:

This was a state project for guard rail and bituminous macadam surfacing of 7.17 miles of roadbed of the Sand Station-Washington State Line Section on the Columbia River Highway in Umatilla County.

This project was bid September 28, 1950, awarded October 2, 1950, work started October 16, 1950, and project completed September 12, 1951.

The contractor moved in his crushing plant October 16, 1950, to the quarry site specified by the State located on the south side of and approximately 0.15 mile distant from the Highway at Station 311+00 mile point 207.24, which station is at the east end of the Juniper Canyon Bridge.

Erection of the crushing plant at the quarry site started October 23, and completed November 4.

The crushing plant consisted of a 3' x 18 ' feeder, 24" x 36" jaw crusher, 3' gyratory crusher, 36" cone crusher, 45 c.y. steel rock bunker, 2' x 6' scalping screen, 4' x 12' separating screen with conveyors and electric motors as required. The plant was powered with three diesel power units and one diesel generator unit.

The crushing was started November 6, 1950, and completed December 16, 1950. A total of 24,774 c.y. of rock was crushed in 392 hours for an average of 63 c.yds. per hour.

D. F. McKenzie, oiling contractor, started preparing the subbase and hauling 3/4"-0" level course rock May 9, 1951, the RC-3 asphalt in the binder course was started May 15, and completed May 21, 1951. Then the B-11 was started May 22 and all of the oiling was completed June 15, 1951.

The asphalt was purchased in Portland, and hauled to the job in insulated tank trucks, pumped into the distributor, and placed on the road without reheating. The oiling contractor made a nice profit on placing aggregate and the furnishing and placing of the asphalt.

The R & M Construction Company started erecting the guard rail July 5, 1951, and completed September 12, 1951, an average of five men was used on this job. Equipment used on this project was one Fordson tractor with an auger attached and one flatbed truck. There were approximately 8 to 12 holes that had to be drilled and blasted which required a compressor and a jackhammer. Equipment used on the painting was one Ford pickup, one-105 c.f. compressor and carriage mounted on wheels which rode on top of the guard rail holding from three to five spray guns. Approximately 2,500 feet were spray painted per 8 hour day.

The contractor's had good bid prices, equipment, personal supervision, realizing a good profit.

E. H. Clymer
Chief Cost Analyst

By . . . George Kayser

RECEIVED
FOR FILING

[illegible]

3411

November 15, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Wash.

Gentlemen:

State Highway contract No. 3411 for work performed on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County was completed by the contractor, A. H. Saxton & Sons, on August 31 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $2,720.49 will be released to the contractor on or after November 25, 1951. The total contract amount is $130,299.13, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON [illegible]

[illegible]

RECEIVED
NOV 1951
FOR FILING

3411

October 31, 1951

2599

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Attached hereto is our Invoice No. 21671 in the amount of $20,677.57 for paving and guard rail at Juniper Point, your Agreement No. CD-37367, and for paving at Cold Springs Junction, your Agreement No. CD-37368.

In our letter of October 19, an estimated cost of $6,113.07 was given for the work performed at Juniper Point. The enclosed billing includes an amount of $57.50 for cleaning oil off guard rail as per bill paid to R & M Construction Company and in accordance with the letter of authority from Union Pacific Resident Engineer R. M. Brown, dated September 6, 1951.

The amount of guard fence constructed increased from the original estimate of 410 feet, as given in our letter of May 22, to a total of 1,279 feet actually constructed. Our arrangement with your Company contemplated payment for construction with timber materials, and not for concrete posts and steel rail as built. In our letter of May 22, we gave you an estimate of $1,005 for 410 feet of fence, which figures $2.45 per foot. As it happens, that was the unit price paid our contractor for erecting the metal guard rail with concrete posts. Some checking has been made to determine the cost of timber fence in relation to metal. We find that, due to the scarcity of suitable guard rail timber and delays to be expected in securing treated timber posts, very little difference in cost results.

We asked for alternate bids on 9,300 lineal feet of guard fence on the Gorton Creek-Warren Creek Project, Columbia River Highway, bids received October 11, 1951. The contract was awarded to the low bidder, Gibbons & Reed Co., whose bid was the same for metal rail with concrete posts and for metal rail with treated timber posts. His bid was $3.75 per foot. The lowest bids for guard fence was $2.75 for both types. We feel therefore that the price of $2.45 for metal rail and concrete posts erected at Juniper Point was as low as could be expected for acceptable timber construction.

The cost of paving at Gold Springs Junction, estimated at $14,498.11 in our letter of October 19, now totals $14,507.00, due to corrections in construction engineering expense.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

LEP:gs

Attach.

cc: H. G. Smith

There are some things about this that the Ry. Co. will probably question. However, since it is now all typed, I think it best to send it on. We have no explanation to offer for the increase in guard fence quantities.

SWIFT HIGHWAY

INVOICE
OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

Invoice No. 21[illegible]1

Date Oct. 29, 1951

Your Req. No.

Billing Request No. OE 5297

Credit distribution: 30-1033-299

Union Pacific Railroad Co.
851 Pittock Block
Portland 5, Oregon

Cost of paving and guard rail on Hwy. 395-730 at Juniper Point Overhead Crossing, and paving on Hwy. 395 at Cold Springs Junction Overhead Crossing, in accordance with Agreements CD 37367 and CD 37368, dated April 13, 1951.

Paving and guard rail at Juniper Point	$6,170.57
Paving at Cold Springs Junction	14,507.00
	$20,677.57

State Printing Dept. 46376

[illegible]

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

Statement of cost of paving and guard rail construction at Juniper Point, US Route 395 - 730, on the Sand Station-Washington State Line Project, Contractor A. H. Saxton & Sons, State Contract No. 3411, in accordance with the provisions of Agreement No. CD 37367 with the Union Pacific Railway Company, dated April 13, 1951.

Preparation of subbase	0.28	mile	$150.00	$ 42.00
3/4" - 0 Leveling rock	414	cu. yd.	1.79	741.06
Sprinkling	4.5	M-gal.	2.00	9.00
Preparation of base	0.28	mile	200.00	56.00
Furnishing and placing aggregate	330	cu. yd.	2.95	973.50
Furnishing and placing RC-3 asphalt	5.02	ton	39.00	195.78
Furnishing and placing 120-150 asphalt	21.64	ton	38.00	822.32
Furnishing and placing emulsion	3.33	ton	42.00	139.86
Metal guard rail	1,279	lin. ft.	2.45	3,133.55
Total of contract items				$ 6,113.07
Cleaning oil off guard rail by R & M Construction Co. (See attached statement and letter)				57.50
Total cost of paving and guard rail				$ 6,170.57

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

Statement of cost of paving at Cold Springs overcrossing on the Pendleton-Cold Springs Highway, US Route 395, under Price Agreement No. 1, State Contract No. 3411, Contractor A. H. Saxton & Sons, in accordance with the provisions of Agreement No. CD 37368 with the Union Pacific Railway Company, dated April 13, 1951.

Preparation of subbase	0.93	mile	$150.00	$ 139.50
3/4" - 0 Leveling Course	1,560	cu. yd.	2.60	4,056.00
Sprinkling	67.50	M-gal.	2.00	135.00
Preparation of base	0.93	mile	200.00	186.00
Furnishing and placing aggregate	1,170	cu. yd.	4.75	5,557.50
Furnishing and placing 150-200 asphalt	85.96	ton	40.00	3,438.40
Furnishing and placing emulsion	14.88	ton	45.00	669.60
Total of contract items				$14,182.00

Construction engineering, month of June, 1951:

Resident Engineer	5	days	$495.00	82.50
Transitman	3	days	379.00	37.90
Chainman	5	days	272.00	45.33
Inspector	9	days	296.00	88.80
Chainman	4	days	284.00	37.87
Transitman	1	days	322.00	10.73
Sick leave and vacation - 7%				21.22
Industrial accident insurance at 21.6¢				.65
Total of construction engineering expense				$ 325.00
Total cost of project				$14,507.00

FOR FILING

October 19, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File: 621

Dear Sir:

In reply to your letter of September 13 with reference to costs for paving and guard rail construction on Highway 395 (Cold Springs) and Highways 395-730 (Juniper Point), I now have sufficient data to advise you as to costs.

For the surfacing and paving of US395 near Cold Springs the cost, as determined from contract unit prices, is $14,498.11.

The cost for the surfacing, paving, and guard fence construction on US 395-730 (Juniper Point) is $6,113.07.

In your letter of September 13 you stated you had been advised by our representative that the bill against the Railroad Company would be approximately $16,000, of which $1,000 covered guard rail. There was somewhat of a misunderstanding when this estimate was furnished you, as it did not include both projects. The $16,000 estimate was the estimate for US395 (Cold Springs), of which the actual cost, as stated above, is $14,498.11. I can find no record as to where you were furnished an estimate of cost for US395-730 (Juniper Point), but the surfacing was performed in accordance with our agreement with you, your File CD No. 37367.

You will be furnished with detailed invoices within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]

cc Mr. H. G. Smith

No. 2899
By

ASSIGNMENT

ptember 14, 195

Description: Mr. Althof's letter of September 13 re bill for paving Highways 395 and 395-730 in connection with grade separations recently constructed by RR Co.

Acknowledged by _ _ _ _ _ Referred to _ _Smith ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXXX Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed 10-18-51 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

EETS

Res. Engr.

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

September 13, 1951

621

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to phone conversation yesterday with representative of your office in regard to bill for paving of Highways 395 (Cold Springs) and 395-730 (Juniper Point), in connection with grade separations recently constructed by the railroad.

Your representative estimated your bill against the Railroad Company would be $16,000, of which $1,000 covered the guard rail; and intimated the paving was at Highway 395. It is my understanding that you arranged, through your contractor, to resurface Highway 395-730 over the tunnel section while the same contractor was surfacing other portions of the relocated highway in the vicinity.

Please have checked and advise if there is to be any change in the stated estimated amount to be billed the Railroad for the paving and the guard rail.

Yours truly,

L. W. Althof

RECEIVED
SEP 14 1951
[illegible]
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

U.P.R.R. TOTAL BILL
Sta. 119/10-134/10
Tunnel Section

ITEM	Amount	Unit	Unit Cost	Total	
Preparation of Sub Base	0.28	Mile	$ 150.00	$ 42.00	
3/4"-0 Leveling Rock	414	C.Y.	1.79	741.06	
Sprinkling	4.5	M-gal.	2.00	9.00	
Preparation of Base	0.28	Mile	200.00	56.00	
Furnishing & Placing Aggregate	330	C.Y.	2.95	973.50	
Furnishing & Placing RC3 Asphalt	5.02	Ton	39.00	195.78	
Furnishing & Placing 120-150 "	21.64	Ton	38.00	822.32	
Furnishing & Placing Emulsion	3.33	Ton	42.00	139.86	
Metal Guard Rail (123/0-133/04)	1279	Lin. Ft.	2.45	3133.55	
			Total	$6113.07	
	Price Agreement #1				
Preparation of Sub base	0.93	Mile	$ 150.00	$ 139.50	
3/4"-0 Leveling Course	1560	C.Y.	2.60	4056.00	
Sprinkling	67.5	M-gal.	2.00	135.00	
Preparation of Base	0.93	Mile	200.00	186.00	
Furnishing & Placing Aggregate	1170	C.Y.	4.75	5557.50	
Furnishing & Placing 150-200 Asph.	85.96	Tons	40.00	3438.40	
Furnishing & Placing Emulsion	14.88	Tons	45.00	669.60	
			Total	$14,182.00	
			Engineering	316.11	
				$14,498.11	P.A. #1
			119/10-134/10	6,113.07	U.P.R.R.
			Grand Total	$20,611.18	

15,800 P. Agreement +

OK, E.W. Bidlemore

OK H.S. Hodge
Res. Engr.

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

Engineering P.a.#1

June 4	16.50		9.07	9.87	7.47	10.73		
June 5	16.50		9.07	9.87				
June 6				9.87				
June 11		12.63	9.07	9.87	7.47			
June 12	16.50	12.63	9.07	9.87	7.47			
June 13	16.50	12.63	9.07	9.87				
June 14	16.50			9.87	7.47			
June 15				9.87				
June 16				9.87				
Totals	$82.50	$ 37.89	$ 45.35	$88.83	$29.88	$10.73		
Grand Total							$295.18	
Sick & Vac. leave 7%							20.66	
Ind. Insurs.							.27	
						Total to charge $	316.11	

O.K. E.G. Bickmore

OK W. S. T. Hodge
Res. Engr.

Invoice for Service Rendered or Goods Furnished the
EGON STATE HIGHWAY COMMISSION

Date Sept. 4, 1951

Invoice No.

P. O. No.

State Printing Dept. 35632

Dr

Pay to

The R & M Constr. Co.

Box 1673

Central Point, Oregon

To: The U.P.R.R. Co.
Hermiston

21671

To cleaning oil off guard rail at Juniper Point

Aug. 22, 1951	R. F. O'Dell	8 hrs. labor at 1.75 per hr.	$14.00
Aug. 23, 1951	L. R. Benson	8 hrs. labor at 1.75 per hr.	14.00
Aug. 23, 1951	R. F. O'Dell	8 hrs. labor at 1.75 per hr.	14.00
Aug. 23, 1951	L. R. Benson	8 hrs. labor at 1.75 per hr.	14.00
	5 gals. gas used in cleaning at .30 per gal.		1.50
		Total	$57.50

9/4 1951

O.K. /s/ W. B. Hodge
Resident Engr.

Approved /s/ E. F. Shudsey
Division Engr.

Note: - The steel guard rail had been strung along the shoulder of the road (hwy.) preparatory to installing, the U.P.R.R. crew in oiling the R.R. slopes got oil on the railing which had to be hand cleaned.

COPY

UNION PACIFIC RAILROAD COMPANY

Office of Resident Engineer

Hermiston, Oregon
Box 1177

September 6, 1951

Mr. W. S. Hodge
Resident Engineer
Oregon State Highway Department
Pendleton, Oregon

Dear Sir:

Reference to your letter of September 4th submitting the attached bill to me covering expenses incurred by the R and M Construction Company cleaning Highway guard rail material which was sprayed with oil by our forces at Juniper Point, Oregon.

We have an agreement with the Oregon State Highway Commission whereby we reimburse them for expenses involved in our grade separation structure at Juniper Point and the attached bill in the amount of $57.50 should be included in the total bill submitted to us for installation of this guard rail.

Yours very truly,

/s/ R. M. Brown

R. M. Brown
Resident Engineer

RMB/dlp

Encl.

RECEIVED
FOR FILING

[illegible]

3411

September 18, 1951

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to A. H. Saxton & Sons a portion of the funds that heretofore have been retained by the Commission in connection with contract No. 3411, covering surfacing and construction of guard rail on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County.

This payment, which is in the amount of $12,511.77, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,944.49. The present payment will be released on or after September 28, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

RECEIVED

FORM E-80 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1951

Misc C4A
#1190

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
DEPARTMENT

Dear Sir:

Reference is made to record of assignment No. 2376, pertaining to oil stabilization of sand slopes on the Sand Station - Washington State Line Section of the Columbia River Highway.

Please be advised that Mr. Chidsey has submitted State Force Order covering this work, and Mr. Collier's office advise that the work is practically complete as of this date.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:sh

ASSIGNMENT

ember 5, 1951 [redacted]

No. [redacted]
By [redacted]

Description: **Copy of letter of August 31 by George J. Schoch, Project Engineer of Walla Walla Army Engineers, re oil stabilization of sand slopes on relocated State Highway. Work Authorization ORE-3 attached.**

Acknowledged by _____ Referred to **Smith** ✓

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 9-12-51 Report received ________

Remarks: **Can we do the work this year?**
MCW

On file

RECEIVED
SEP 5 1951
FOR FILING
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS
REFER TO FILE

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT

Pasco-Kennewick
Project Office
P.O. Box 472, Kennewick, Washington

August 31, 1951

NO. DA-45-164-eng-81

2876

Oregon State Highway Commission
Salem
Oregon

Assignment No. 2876

Gentlemen:

Reference is made to your letter of August 6, 1951 and a reply thereto from the District Engineer, Walla Walla District, Corps of Engineers in regard to the oil stabilization of sand slopes on the relocated Oregon State Highway Station 20 to Station 123 of the relocation plans.

Inclosed herewith is Work Authorization No. ORE-3 which is your authority to proceed with the work in accordance with the Agreement No. -DA-45-164-eng-81 between the State of Oregon and the U. S. Government.

FOR THE DISTRICT ENGINEER:

Very truly yours,

NOTED
W. C. WILLIAMS

Geo J Schoch
George J. Schoch
Project Engineer

1 Incl.
W.A.-ORE-3(dup)

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF DISTRICT ENGINEER
WALLA WALLA DISTRICT
[redacted]

Pasco-Kennewick
Project Office
P.O. Box 472, Kennewick, Washington

REFER TO FILE NO. DA-45-164-eng-81

August 31, 1951

Oregon State Highway Commission
Salem
Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Gentlemen:

Reference is made to your letter of August 6, 1951 and a reply thereto from the District Engineer, Walla Walla District, Corps of Engineers in regard to the oil stabilization of sand slopes on the relocated Oregon State Highway Station 20 to Station 123 of the relocation plans.

Inclosed herewith is Work Authorization No. ORE-3 which is your authority to proceed with the work in accordance with the Agreement No. -DA-45-164-eng-81 between the State of Oregon and the U. S. Government.

FOR THE DISTRICT ENGINEER:

Very truly yours,

NOTED
W. C. WILLIAMS

George J. Schoch
Project Engineer

1 Incl.
W.A.-ORE-3(dup)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
19 East Poplar St.
Walla Walla, Washington

RELOCATION SERVICE REQUEST

Residency Location Pasco-Kennewick, Washington	Work Authorization No. ORE-3
Contract No DA-45-164-eng-81	Date 25 August 1951

TO: Oregon State Highway Commission, Salem, Oregon

Refer to: Letter from Oregon State Highway Department to District Engineer, Corps of Engineers, dated 6 August 1951 and letter from District Engineer, Corps of Engineers to Oregon State Highway Commission, dated 16 August 1951.

You are hereby authorized to perform the items of work or services as described hereunder. This work authorization will be utilized as supporting evidence upon submittal of claim for reimbursements. Costs of such service are subject to audit as stipulated within the agreement.

Description of Work to be performed and/or Plant or Services Requested: Furnish all labor, tools, equipment and materials at "Actual Cost" at the expense of the Government required to stabilize, with oil, the sand slopes in the Sand Station-Washington State Line section of the Columbia River Highway where it has been raised around the McNary Dam Reservoir.

Cost to the Government not to exceed $3,000.00

NOTE:- This authorization is not to be used as a blanket authority. Description of work should be specific and should not contain open end items or broad phase operations.

Work to be done in accordance with the terms contained in paragraph (b) of Article I, and payment to be made in accordance with the terms contained in paragraph (b) of Article II.

RECOMMENDED FOR APPROVAL BY:

R R Garnett

R. R. Garnett, Chief, Western Construction
Title Area

APPROVED BY: W H Mills

W. H. Mills, Colonel, Corps of Engineers
Title District Engineer

Date; ______________________

Chargeable to Cost Code Symbol: ________

NPW Form No 102
Dec 1949

Army-Port. Dist., Oreg.

RECEIVED
SEP 5 1951
FOR FILING

39-1033

3411

September 4, 1951

A. H. Saxton & Sons
Burns
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 20, 1951, had under discussion your request for an extension of time of 31 days, from July 31 to August 31, 1951, within which to complete your contract No. 3411 covering guard rail construction and surfacing on the Sand Station-Washington State Line Section of the Columbia River Highway, Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

W. S. Hodge,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report #26

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 1, 1951

Section	Sand Station-Washington State Line	Kind of work	Guard Rail & Bit. Mac. Surfacing
Highway	Columbia River	Section prefix	30-1033
Contractor	A. H. Saxton & Sons	Contract number	3411
Date of contract	September 26, 1950	Date of completion	July 31, 1951
Date work started	October 15, 1950	Estimated date of completion	Sept. 1, 1951
Amount of contract	$ 118,973.50	Per cent of time elapsed	110.5 %

Estimated cost of completed project, exclusive of engineering . . . $ 124,327.31

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 4394.84, 46.2 % Date project was completed Sept. 1, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the painting of the guard fence Sept. 1, and this completes the whole contract.

NOTED
R. W. LIBBY

NOTED
H.G. SMITH

RECEIVED
SEP 4 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed N. L. Hoff

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	~~GRADING~~ Guard Fence	3/4-0 SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11,525'	9.3		9.3	
Miles partially completed					
Miles completed	11,525'	9.3		9.3	
Total estimated quantities	11,525'	14052		11,130	
Estimated quantities moved or placed to date	11,525'	14,052		11,130	
Average daily quantities				1040	
Average daily quantities necessary to complete project on time	Time has elapsed				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Cat 1 ...., Truck 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-hazy		
Monday	Fair-hazy		
Tuesday	Overcast		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Pt. Fair		
Saturday	Fair		

RECEIVED

FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

0-1033

NPWHE

REFER TO FILE
3411

NO.

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
~~10 E. Poplar Street~~
BLDG. 602, CITY COUNTY AIRPORT
WALLA WALLA, WASHINGTON

August 16, 1951

Copy made for [illegible] Smith 8-22-51

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Reference is made to your letter dated August 6, 1951, in which you requested authority to oil the sand slopes for the Sand Station-Washington State line section of the Columbia River Highway.

It is concurred that the relocation construction disturbed the slopes sufficiently to cause more blowing of sand than was in evidence prior to the grade raise. You are authorized to oil the slopes, provided the cost to the Government shall not exceed $3,000. In this connection it is considered that any additional cost should be your portion by reason of the condition that existed prior to the relocation construction.

Very truly yours,

R N Anderson
R. N. ANDERSON
Lt. Col., Corps of Engineers
Acting District Engineer

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
~~10 E. Poplar Street~~
BLDG. 602, CITY COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWHE

August 16, 1951

REFER TO FILE

NO.

Copy made for
[illegible] 8.22.51.

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Reference is made to your letter dated August 6, 1951, concerning the "riprap to be placed along fill slopes on the Sand Station-Washington State Line Section of the Columbia River Highway, westerly from Sand Station, where the railroad has been moved."

For reasons of allocation of available funds to the portion of the McNary Dam Project that requires immediate construction, the riprap work in question has been deferred until approximately October of 1952.

Very truly yours,

R N Anderson
R. N. ANDERSON
Lt. Col., Corps of Engineers
Acting District Engineer

VED
1951
FOR FILING

August 6, 1951

The District Engineer
War Department
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

Your permission is requested to oil the sand slopes and include this in the reimbursable expense for the Sand Station-Washington State Line Section of the Columbia River Highway where it has been raised around the McNary Dam. We estimate that it will cost about $3,000 to stabilize the slopes similar to the work done by the railroad.

Apparently this amount will not overrun the setup for that project, and we feel it should be considered a part of the project, since there was little or no trouble with blowing sand prior to the grade raise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. E. F. Chidsey

RECEIVED
FOR FILING

30 - 1033

3411

August 15, 1951

Oregon State Highway Commission

Request for extension of time
No. 6
August 20 and 21 meeting

Gentlemen:

Herewith is a request from A. H. Saxton & Sons for an extension of time on Contract No. 3411, Sand Station-Washington State Line Section of the Columbia River Highway, from July 31, 1951 to August 31, 1951.

The contractor completed all of the bituminous macadam surfacing within the required time limit, but due to scarcity of skilled labor was unable to complete the guard fence construction within the time limit.

There was neither inconvenience to the traveling public nor added expense to the State, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:shm

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
AUG 7 1951
FOR FILING

[illegible]-1533
411

August 6, 1951

The District Engineer
War Department
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

There is a small amount of riprap to be placed along fill slopes on the Sand Station-Washington State Line Section of the Columbia River Highway, westerly from Sand Station, where the railroad has been moved.

We request this be done as soon as possible in order that the job can be finaled out, now that the highway has been turned over to traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me
cc Mr. H. G. Smith
Mr. E. F. Chidsey

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
July [illegible], 1951

SUBJECT:

To:
Mr. [illegible] Smith
Construction Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

We have estimated the total area of 1[illegible],400 sq. yds. of sand slopes which will require stabilization on the [illegible] Washington State Line Section, of the [illegible] Highway.

I [illegible] gravel rejects [illegible] cuts, therefore, I would recommend [illegible] emulsified asphalt similar [illegible] applied by the Union Pacific Railway on their slopes in this vicinity.

In some instances [illegible] Union Pacific right of way and the [illegible] Railway Company [illegible]. This matter could [illegible] and a [illegible] arranged for the work.

If a diluted emulsion [illegible] could be done at the close of our [illegible]. We estimate [illegible] three days would be required [illegible] the spraying, using a distributor or one of our transports equipped with a pump. In my opinion this work should be done after the fall rains commence in order that the penetration may be aided through moisture in the sand.

Very truly yours,

[illegible] CHI[illegible]Y
Division Engineer

[illegible]FC/od

RECEIVED
JUL 24 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 8 - 1951
FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

Cross Referenced To FORM 3010 6-50-5M
~~Maint~~
~~Traffic Safety~~
~~Guard Fence~~

3-10[illegible]
[illegible]411

June 5, 1951

621

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of May 22nd regarding installation of guard rail at the under-crossing of U.S. 730 at Juniper Point.

The installation of concrete posts and steel rail in lieu of timber posts and rail, billing the Railroad for the labor cost plus the estimated cost of timber guard rail based on prices of materials obtaining on similar projects, is satisfactory to us.

Yours truly,

L. W. Althof

L. W. Althof

Paxson & DeFrance notified
WCW

ECEIVED

FOR FILING

May 22, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of May 15, addressed to Mr. Paxson and concerning the installation of guard rail at the undercrossing of US730 at Juniper Point by your tracks.

The State is willing to furnish the material and install the guard fence called for at this point on your Drawing 71101. This guard rail amounts to approximately 410 linear feet, 300 feet being on the east end of the structure and 110 feet on the west. In this guard rail we prefer to use concrete posts and steel rail rather than the timber rail as contemplated in the agreement with the railroad company. We will install this guard rail and bill the railroad company for the cost which would have been incurred had timber been used. This cost will be computed as follows:

The entire labor cost for the installation will be billed against the railroad company, as the cost of installation of metal guard rail will not exceed the cost of installing timber guard rail. The quantities of timber which would have entered into a timber guard rail will billed against the railroad company at prices which we are obtaining on other similar projects. The State will purchase the concrete posts and metal rail members at its own cost, in lieu of the timber which is to be billed against the railroad company. Our estimate of cost for the timber rail, including material and installation, is $1005. This is an estimate only and billing to the railroad will be on actual cost.

If this arrangement is satisfactory to you, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
State Highway Engineer

GSP:gm

NOT
W. C. WILLIAM

COPY

UNION PACIFIC RAILROAD COMPANY

Department of Operation

L. W. Althof
District Engineer

851 Pittock Block
Portland 5, Oregon

May 15, 1951

286

Mr. G. S. Paxson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. W. C. Perkins - Omaha)

Dear Sir:

Confirming telephone conversation with your office today, will you please secure meterial for and install timber guard rail at highway bridge 395-730 at Juniper point, at the expense of the Railroad.

Yours truly,

(sgd) L. W. Althof

L. W. Althof

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report #57

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1951

Section Sand Station-Washington State Line

Kind of work Grading Inspection

Highway Columbia River

Section prefix 30-1473

Contractor Utah Const. Co.

Contract number

Date of contract About March 1, 1950

Date of completion About March 1, 1951

Date work started About March 15, 1950

Estimated date of completion April 24, 1951

Amount of contract . . . . $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date $ 2910.60, %

Date project was completed April 24, Utah Co. 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The tunnell at Juniper Point is finished. The back-filling and highway base rock is yet to be done.

None of the oiling crew or equipment showed up this week.

NOTED
B. A. MARTIN

Signed

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.2				
Miles partially completed	7.2				
Miles completed	7.0				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy-showers		
Monday	Fair-windy		
Tuesday	Fair-windy		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Cloudy-showers		
Saturday	Cloudy-fair		

RECEIVED
MAY 7 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JAN 23 1951
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
19 E. POPLAR STREET
WALLA WALLA, WASHINGTON

NPWHE

REFER TO FILE

NO.

January 17, 1951

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Reference is made to your letter by Mr. W. C. Williams, Assistant State Highway Engineer, dated December 28, 1950, regarding the highway bridge over Juniper Canyon on the portion of the highway which is now being relocated in accordance with the terms of Contract No. DA-45-164-eng-81. In your letter you agreed to deferring the concrete pouring pursuant to the request of our contractor to delay pouring of the deck concrete until warmer weather.

There is no legal basis by which we may extend the time for completion of the contract unless there is an advantage to the Government. In this instance there is no apparent advantage to the Government, and the Resident Engineer of our office at Wallula, Washington, has been so advised.

Very truly yours,

W H Mills
W. H. MILLS
Colonel, Corps of Engineers
District Engineer

Smith

Note &

return to files.

W.E.W.

RECEIVED
JAN 16 1951
FOR FILING

Adm
US Govt
War Dept
McNary Dam

January 15, 1951

The District Engineer
War Department
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

An inspection has been made of the grading done by the Utah Construction Company between Stations 20 and 124 on the Sand Station-Washington State Line Section. The State Highway Department is willing to accept this portion of the contract now, under the condition that we be allowed to make a price agreement or extra work order with the state's surfacing contractor to remove the sand which has blown into the roadbed in the vicinity of Sand Station, and to stabilize the cuts by seeding and oiling.

This acceptance of only a portion of the project is being done now in order to allow the Union Pacific Railroad Company to proceed with its work, which overlaps a portion of this contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. E. F. Cnidsey

RECEIVED
[illegible] 1950
FOR FILING

3411

December 28, 1950

The District Engineer
Corps of Engineers, Department of the Army
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

The contractor for the highway bridge over Juniper Canyon on the Sand Station-Washington State Line Section has requested permission to delay pouring of the deck concrete until warmer weather.

We are not fully advised as to the progress of the grading contractor and, of course, are desirous of starting surfacing operations as soon as spring weather and progress of the job permit, but are agreeable to deferring the concrete pouring until February 15, if weather be normal, but not later than March 1, if February be unusually cold.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
NOV 3 - 1950
FOR FILING

3411

November 3, 1950

A. H. Saxton & Sons
P. O. Box 83
Hermiston, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3411 which was awarded to you on September 28, 1950 by the State Highway Commission, covering the construction of guard rail and surfacing on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 11/[illegible]

RECEIVED
OCT 6 1950
FOR FILING

3c-1833

3411

October 4, 1950

The District Engineer
Corps of Engineers, Department of the Army
19 E. Poplar Street
Walla Walla, Washington

Dear Sir:

I thank you for your letter of September 29, concurring in award of contract for the construction of guard rail and bituminous surfacing on Oregon State Highway US730 and 395 between Sand Station and the Washington State line.

In conformance with your telephonic approval, the contract has been awarded to A. H. Saxton & Sons of Corvallis in the amount of $118,973.50.

To the amount of the low bid 12½% is added for engineering and contingencies, so that the total project authorization is $133,845.19.

I am attaching a tabulation of the bids received on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA DISTRICT
19 E. POPLAR STREET
WALLA WALLA, WASHINGTON

REFER TO FILE
NO. NPWGD

September 29, 1950

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. W. C. Williams, Assistant State Highway Engineer

Gentlemen:

This will confirm my telephone conversation with you on September 28, 1950, that, in accordance with Article II, paragraph (b), of Agreement No. DA45-164-eng-81, the bid of A. H. Saxton and Son, Corvallis, Oregon, in the amount of $118,973.50 for the construction of guard rail and bituminous surfacing course on the section of Oregon State Highway U. S. Nos. 730 and 395 between Sand Station and the Washington State line, is approved; and that award of contract should be made in conformance with Oregon State laws.

This will also advise that plans and specifications for the above work, which you submitted with your letter of September 18, 1950, are approved.

Very truly yours,

W H Mills

W. H. MILLS
Colonel, Corps of Engineers
District Engineer

RECEIVED
, 1950
FOR FILING

30-1033

3411

October 2, 1950

A. H. Saxton & Sons
Mitchell, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3411 for 7.17 miles of surfacing and bituminous macadam, and construction of metal guard rail on the Sand Station-Washington State Line Section of the Columbia River Highway near Umatilla, in Umatilla County. This award was based on your low bid of $118,973.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:ds
cc: S. H. Probert

RECEIVED
MAR 31 1950
FOR FILING

Salem, Oregon
March 30, 1950

Mr. W. S. Hodge
Resident Engineer
Pendleton, Oregon

Dear Sir:

Survey prefix 30-1473 has been assigned for inspection costs on the Sand Station-Washington State Line Section, of the Columbia River Highway in Umatilla County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

LEP:nd

cc: K. F. Chidsey
H. G. Smith

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
E. F. CHIDSEY, DIVISION ENGINEER
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 29, 1950

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Hodge has requested that a prefix be assigned covering the inspection work on the Sand Station-Washington State Line Project.

Will you please furnish Mr. Hodge and this office with the requested prefix.

Very truly yours,

E. Chidsey

E. F. CHIDSEY
Division Engineer

EFC/hw

30-1473

S-96(1) S. Yamhill River (McMinnville) 1950
Br. Sec., Three Mile Lane Secon.
#3412 Hwy.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3412	7-final	O. C. Yocom Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16858	R-49433	$ 1,642.76	9/12/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: Extended to Oct. 10, 1951 without penalty

Completion Date: Oct. 10, 1951

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
1952
FOR FILING

September 9, 1952

O. C. Yocom Co.
P. O. Box 56
McMinnville, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 10 days, from September 30 to October 10, 1951, within which to complete your contract No. 3412 for grading and paving on the South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane Secondary Highway in Yamhill County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Maurice Juve,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
9-9-52 gl

RECEIVED
AUG 29 1952
FOR FILING

✓ 96(1)

3412

August 28, 1952

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway contract No. 3412 for grading and paving on the South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane Secondary Highway in Yamhill County was completed by the contractor, O. C. Yocom Co., on October 10, 1951 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $1,642.76 will be released to the contractor on or after September 8, 1952. The total contract amount is $55,946.76, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

RECEIVED

FOR FILING

3412

August 13, 1952

Request for extension of time
No. 16
August 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from C. C. Yocum Company for an extension of time on Contract No. 3412, South Yamhill River Bridge Section on the Three Mile Lane Secondary Highway, from September 30, 1951 to October 10, 1951.

All work on this project was completed by the required time with the exception of a road approach which was a portion of a right-of-way settlement entered into during the latter part of the contract. There was no delay to the traveling public nor any additional engineering expense incurred, and I would, therefore, recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP - lg

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 12, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3412, South Yamhill River Bridge Section of the Three Mile Lane Secondary Highway, Ore. S-96 (1), from September 30th, 1951 to October 10th, 1951, to O. C. Yocum Company, contractor.

Work on this project was completed by the required date with the exception of the construction of a road approach which became necessary due to a right of way settlement. There was no delay to the traveling public, nor was any additional engineering expenses incurred because of the overrun.

I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Ass't. State Highway Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams

RECEIVED
NOV [illegible]
FOR FILING

[illegible]

3412.

November 21, 1951

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to O. C. Yocom Company on contract No. 3412, covering the South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane Secondary Highway in Yamhill County.

This payment, in the amount of $6,190.33, will be made to the contractor on or after December 1, 1951. The retained percentage is $1,679.51.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

RECEIVED
OCT 22 1951
FOR FILING

[illegible]

[illegible]

October 17, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 10, 1951 on Contract No. 3412, South Yamhill River (McMinnville) Bridge Section, in connection with Federal Aid Project No. S-96 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrell

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 15, 19 51

Section South Yamhill River(McMinnville)Bridge

Kind of work Grading and Paving

Highway Three Mile Lane Secondary

Section prefix 136 - 1017

Contractor O. C. Yocom Co.

Contract number 3412

Date of contract Sept. 28, 19 50

Date of completion Sept. 30, 19 51

Date work started April 11, 19 51

Estimated date of completion Sept. 30, 19 51

Amount of contract . . . . $ 56,540.50

Per cent of time elapsed 97 %

Estimated cost of completed project, exclusive of engineering . . . . $ 58,990.77

Per cent of contract completed, based on total contract price . . . . 98 %

Engineering cost to date $ 4,300.00, 7.6%

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work on this project this week.

NOTED H. W. LIBBY

RECEIVED SEP 17 1951 OFFICE OF DIVISION ENGINEER DIVISION NO 2

RECEIVED SEP 17 1951 OFFICE OF CONSTRUCTION ENGINEER

Signed Maurice N. Jone

Address Rm. 210 Lab. Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.73	0.73			0.73
Miles partially completed					
Miles completed	0.73	0.73			0.73
Total estimated quantities	23,300	5,400			3,200 tons
Estimated quantities moved or placed to date	23,300	5,845			2,950 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 48418

RECEIVED
MAY 31 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

5-[illegible]

May 14, 1951

Oregon State Highway Commission

NOTED
W. C. WILLIAMS

Gentlemen:

Mr. Glaisyer has furnished you a copy of the request of the City of McMinnville that the plans on the South Yamhill River bridge project on the Three-Mile Lane Secondary Highway be modified to provide for construction of sidewalks on each side of the highway westerly from the bridge to Kirby Street.

All of this area is within the city limits of McMinnville, as the easterly city limits is the center of the Yamhill River. It has long been the policy of the Highway Commission not to construct sidewalks or footpaths within the limits of incorporated cities, and I believe that this policy has proved to be a wise one and should be continued. The City can, by assessment, arrange for construction of sidewalks within city limits.

I recommend that the City be advised that the State Highway Commission denies the request for sidewalk construction within the city.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

See [illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
APR 19 1951
FOR FILING

S-96(1)
3412

April 17, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on April 11, 1951 on Contract No. 3412, South Yamhill River (McMinnville) Bridge Section, in connection with Federal Aid Project No. S-96 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

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MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 22, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-96(1)
South Yamhill River
(McMinnville) Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JAN 23 1951
OREGON
STATE HIGHWAY COMMISSION

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207

State Oregon

Federal Aid Secondary Project No. S-96(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this ______ day of JAN 15 1951, 19___, by and between The Oregon State Highway Commission ______, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 12th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of May, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1+38 at Kirby Street in McMinnville and survey station 50+00 on the line between Sections 22 and 27, T. 4 S., R. 4 W., W.M., without exception,

, length 0.920 miles, in Yamhill County, being Oregon Federal Aid / Secondary project No. S-96(1), consisting of 0.733 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.187 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00), which does not exceed the authorized Federal pro rata share of two hundred ninety-seven thousand, two hundred forty-eight and 05/100 dollars ($297,248.05), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-8

RECEIVED
JAN 19 1951
DIVISION 8

RECEIVED
DEC 29 1950
FOR FILING

[illegible]

December 28, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Your letter of December 21 questioned the State's jurisdiction over cross streets on the proposed Oregon Project No. S-96 (1), South Yamhill River Section of the Three Mile Lane Secondary Highway. We cannot assume that we do have complete jurisdiction over these cross streets; therefore, we will proceed with the attaining from the City of the usual encroachment resolution.

The same procedure will apply to Projects S-220 (3) and FI-321 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. John W. Cattrall

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

December 21, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with preparation of the project agreement for Oregon Project S-96(1), South Yamhill River (McMinnville) Section of the Three Mile Lane Highway, a question has arisen regarding the extent of the State's jurisdiction over right of way purchased by them within the city limits of McMinnville.

While the project is on a new right of way, the plans show it crossing a grid of platted streets. Does the State have complete control at these intersections so that it could prevent enforcement of any possible city ordinance providing undue discrimination against traffic on the highway in favor of these streets?

Perhaps your legal department has ascertained that the State does have such control. Please advise in this regard and if any doubt exists as to the State's authority, you should secure an encroachment resolution from the city. Please reply at an early date since preparation of the project agreement is being delayed pending receipt of the information requested above.

The foregoing discussion is pertinent, also, to Projects S-220(3) and FI-321(3) where rights of way within city limits are involved.

Very truly yours,

NOTED
W. C. WILLIAMS

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 1 8 1950
FOR FILING

S-96(1)

3412

December 13, 1950

Mr. T. R. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of December 11 re execution of an encroachment resolution by the City of McMinnville in connection with Oregon Project S-96(1).

That portion of this project located within the city is located on right-of-way purchased by the State Highway Commission and does not traverse an existing city street. Under these conditions it would appear that the State has complete jurisdiction over said right-of-way and can control encroachments without city concurrence.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]

cc: J. W. Cattrell
S. H. Probert

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

December 11, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Project agreement papers for Oregon Project No. S-96(1) are being held until executed copies of encroachment resolution by City of McMinnville Council are received as requested in our letter of September 13, 1950.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

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OREGON
STATE HIGHWAY COMMISSION

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JAN 30 1951
FOR FILING

S-96 (1)

December 7, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the South Yamhill River (McMinnville Section, Project No. S-96 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWM:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-96 (1)

SOUTH YAMHILL RIVER (McMINNVILLE) SECTION OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 27, 1950

Type Code X131
Bridge (Sta. 17+73.83 to 27+63.83)(Contract No. 3338)

All Required		Shoring, Cribbing, Etc.		$ 8,500.00
1,130	cu. yds.	Structural Excavation	$ 3.00	3,390.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
4,600	lin. ft.	Furnish Foundation Piling	0.70	3,220.00
14,700	lin. ft.	Furnish Treated Trestle Piling	1.25	18,375.00
121	only	Drive Foundation Piles	42.00	5,082.00
204	only	Drive Trestle Piles	42.00	8,568.00
1,550	cu. yds.	Class "A" Concrete	45.00	69,750.00
390,000	lbs.	Metal Reinforcement	0.09	35,100.00
32,000	lbs.	Structural Carbon Steel	0.15	4,800.00
119,000	lbs.	Structural Low Alloy Steel	0.15	17,850.00
320	lbs.	Bronze Plates	4.50	1,440.00
44	M-FBM	Treated Lumber in Place	250.00	11,000.00
2,000	lin. ft.	Metal Handrail	9.00	18,000.00
All Required		Remove Old Bridge		8,500.00
			Subtotal	$213,775.00
			10% Engr. & Cont.	21,377.50
			Total	$235,152.50

Length of Bridge- - - - -0.187 mile

Type Code 6201
Inside City of McMinnville (Sta. 1+38 to 6+15)(Contract No. 3412)

All Required		Clearing and Grubbing (20%)		$ 200.00
24	sq. yds.	Removal of Sidewalks	$ 2.00	48.00
70	lin. ft.	Removal of Curbs	1.00	70.00
12	cu. yds.	Structural Excavation, Unclassified	2.00	24.00
1,600	cu. yds.	General Excavation, Unclassified	0.35	560.00
0.13	mile	Finishing Roadbed and Slopes	700.00	91.00
140	lin. ft.	12" Concrete Pipe	2.00	280.00

50	lin. ft.	8" Sewer Pipe	$ 1.85	$ 92.50
50	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	100.00
2	only	Concrete Catch Basins	50.00	100.00
1	only	Adjusting Manholes	40.00	40.00
20	cu. yds.	Concrete Curbs	50.00	1,000.00
700	cu. yds.	3" - 0 Material in Base	2.35	1,645.00
200	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.55	510.00
25	M-gal.	Sprinkling	2.00	50.00
20	cu. yds.	3/4" - 0" Material in Binder Course	4.00	80.00
10	cu. yds.	Fine Aggregate in Seal Coat	4.50	45.00
700	tons	Class "B" Asphaltic Concrete	8.50	5,950.00
2	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	100.00
4	tons	Furnishing and Placing RC-3 Asphalt	45.00	180.00
		Subtotal		$ 11,165.50
		10% Engr. & Cont.		1,116.55
		Total		$ 12,282.05

Length- - - - - - - - - -0.128 mile
Cost per mile $95,953.51

Type Code 6201
Outside City (Sta. 8+15 to 50+00)

All Required		Clearing and Grubbing (80%)		$ 800.00
128	cu. yds.	Structural Excavation, Unclassified	$ 2.00	256.00
21,700	cu. yds.	General Excavation, Unclassified	0.35	7,595.00
15,700	yd. sta.	Short Overhaul	0.05	785.00
40	C-yd. sta.	Long Overhaul	0.60	24.00
0.60	mile	Finishing Roadbed and Slopes	700.00	420.00
560	lin. ft.	12" Concrete Pipe	2.00	1,120.00
100	lin. ft.	18" Concrete Pipe	3.00	300.00
80	lin. ft.	Salvaging Culvert Pipe	2.50	200.00
3,500	cu. yds.	3" - 0 Material in Base	2.35	8,225.00
1,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.55	2,550.00
115	M-gal.	Sprinkling	2.00	230.00
80	cu. yds.	3/4" - 0 Material in Binder Course	4.00	320.00
40	cu. yds.	Fine Aggregate in Seal Coat	4.50	180.00
2,500	tons	Class "B" Asphaltic Concrete	8.50	21,250.00
8	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	400.00
14	tons	Furnishing and Placing RC-3 Asphalt	45.00	630.00
		Subtotal		$ 45,285.00
		10% Engr. & Cont.		4,528.50
		Total		$ 49,813.50

Length- - - - - - - - - - -0.605 mile
Cost per mile $82,336.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Bridge	$235,152.50	$138,442.00	$ 96,710.50
Inside City	12,282.05	7,231.00	5,051.05
Outside City	49,813.50	29,327.00	20,486.50
	$297,248.05	$175,000.00	$122,248.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 13, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-96(1), South Yamhill River (McMinnville) Section of the Three Mile Lane Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit the necessary copies of executed resolutions, City of McMinnville Council, prior to the project agreement stage.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
SEP 14 1950

September 11, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover seven sets of small scale plans for the South Yamhill River Bridge Section, Project No. S-96 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JNM:ew

September 7, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the South Yamhill River Bridge Section, Project No. S-96 (1).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-96 (1)

SOUTH YAMHILL RIVER (McMINNVILLE) SECTION OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 7, 1950

Type Code X131
Bridge (Sta. 17+73.83 to 27+63.83) (Contract No. 3338)

All Required		Shoring, Cribbing, etc.	$	$ 8,500.00
1,130	cu. yds.	Structural Excavation	3.00	3,390.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
4,600	lin. ft.	Furnish Foundation Piling	0.70	3,220.00
14,700	lin. ft.	Furnish Treated Trestle Piling	1.25	18,375.00
121	only	Drive Foundation Piles	42.00	5,082.00
204	only	Drive Trestle	42.00	8,568.00
1,550	cu. yds.	Class "A" Concrete	45.00	69,750.00
390,000	lbs.	Metal Reinforcement	0.09	35,100.00
32,000	lbs.	Structural Carbon Steel	0.15	4,800.00
119,000	lbs.	Structural Low Alloy Steel	0.15	17,850.00
320	lbs.	Bronze Plates	4.50	1,440.00
44	M-FBM	Treated Lumber in Place	250.00	11,000.00
2,000	lin. ft.	Metal Handrail	9.00	18,000.00
All Required		Remove Old Bridge		8,500.00
			Subtotal	$213,775.00
			10% Engr. & Cont.	21,377.50
			Total	$235,152.50

Length of Bridge 0.188 mile

Type Code 6201
Inside City of McMinnville (Sta. 1+38 to 8+15)

All Required		Clearing & Grubbing (20%)	$	$ 600.00
24	sq. yds.	Removal of Sidewalks	0.50	12.00
70	lin. ft.	Removal of Curbs	0.40	28.00
12	cu. yds.	Structural Excavation, Unclassified	3.00	36.00
1,600	cu. yds.	General Excavation, Unclassified	0.40	640.00
0.13	mile	Finishing Roadbed and Slopes	700.00	91.00

140	lin. ft.	12" Concrete Pipe	$ 2.00	$ 280.00
50	lin. ft.	8" Sewer Pipe	1.50	75.00
50	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	100.00
2	only	Concrete Catch Basins	75.00	150.00
1	only	Adjusting Manholes	50.00	50.00
20	cu. yds.	Concrete Curbs	50.00	1,000.00
700	cu. yds.	3" - 0" Material in Base	2.75	1,925.00
200	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	600.00
25	M-gals.	Sprinkling	3.00	75.00
20	cu. yds.	3/4" - 0" Material in Binder Course	4.00	80.00
10	cu. yds.	Find Aggregate in Seal Coat	5.00	50.00
700	tons	Class "B" Asphaltic Concrete	9.00	6,300.00
2	tons	RS-1 Emulsified Asphalt in Seal Coat	60.00	120.00
4	tons	Furnishing & Placing RC-3 Asphalt	50.00	200.00
5	tons	Furnishing & Placing RT-4 Tar	41.00	(Alternates)
		Subtotal		$ 12,412.00
		10% Engr. & Cont.		1,241.20
		Total		$ 13,653.20

Length 0.128 mile
Cost per mile $106,665.62

Type Code 6201

Outside City (Sta. 8+15 to 50+00)

All Required		Clearing and Grubbing (80%)	$	$ 2,400.00
128	cu. yds.	Structural Excavation, Unclassified	3.00	384.00
21,700	cu. yds.	General Excavation, Unclassified	0.40	8,680.00
15,700	yd. stas.	Short Overhaul	0.02	314.00
40	C-yd. stas.	Long Overhaul	0.50	20.00
0.60	mile	Finishing Roadbed & Slopes	700.00	420.00
560	lin. ft.	12" Concrete Pipe	2.00	1,120.00
100	lin. ft.	18" Concrete Pipe	3.50	350.00
80	lin. ft.	Salvaging Culvert Pipe	2.00	160.00
3,500	cu. yds.	3" - 0" Material in Base	2.75	9,625.00
1,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	3,000.00
115	M-gals.	Sprinkling	3.00	345.00
80	cu. yds.	3/4" - 0" Material in Binder Course	4.00	320.00
40	cu. yds.	Fine Aggregate in Seal Coat	5.00	200.00
25,000	tons	Class "B" Asphaltic Concrete	9.00	22,500.00
8	tons	RS-1 Emulsified Asphalt in Seal Coat	60.00	480.00
14	tons	Furnishing and Placing RC-3 Asphalt	50.00	700.00

17 tons	Furnishing and Placing RT-4 Tar	$41.00	$(Alternate)
		Subtotal	$ 51,018.00
		10% Engr. & Cont.	5,101.80
		Total	$ 56,119.60

Length 0.605 mile
Cost per mile $92,759.66

SUMMARY OF FUNDS

	Total Cost	Federal Aid Funds	State Funds
Bridge	$235,152.50	$134,957.00	$100,195.50
Inside City	13,653.20	7,836.00	5,817.20
Outside City	56,119.60	32,207.00	23,912.60
	$304,925.30	$175,000.00	$129,925.30

May 11, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate to accompany plans and specifications for the South Yamhill River Bridge, Project No. S-96 (1), in which estimate the quantities for the items "Furnish Treated Trestle Piling," "Drive Treated Piles" and "Treated Lumber in Place" have been revised.

We are sending under separate cover copies of revised structural drawing numbers 9511, 9513 and 9514, one copy of each being marked to show the changes made. Also, six copies of bid proposals are being sent, revised to conform with the quantity changes for the items mentioned above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J[illegible]:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-96 (1)

SOUTH YAMHILL RIVER (McMINNVILLE) SECTION OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 11, 1950

Type Code X131
Bridge (Sta. 17+73.83 to 27+63.83)

All Required		Shoring, Cribbing, Etc.		$ 7,500.00
1,130	cu. yds.	Structural Excavation	$ 5.00	5,650.00
20	cu. yds.	Structural Excavation Below Elevation Shown	7.50	150.00
4,600	lin. ft.	Furnish Foundation Piling	0.50	2,300.00
14,700	lin. ft.	Furnish Treated Trestle Piling	1.50	22,050.00
121	only	Drive Foundation Piles	40.00	4,840.00
204	only	Drive Trestle Piles	50.00	10,200.00
1,550	cu. yds.	Class "A" Concrete	52.50	81,375.00
390,000	lbs.	Metal Reinforcement	0.10	39,000.00
32,000	lbs.	Structural Carbon Steel	0.165	5,280.00
119,000	lbs.	Structural Low Alloy Steel	0.175	20,825.00
320	lbs.	Bronze Plates	1.50	480.00
44	M-FBM	Treated Lumber in Place	250.00	11,000.00
2,000	lin. ft.	Metal Handrail	10.00	20,000.00
All Required		Remove Old Bridge		5,000.00
			Subtotal	$235,650.00
			10% Engr. & Cont.	23,565.00
			Total	$259,215.00

Length of Bridge 0.187 mile

Federal Secondary Funds- -	$150,000.00
State Funds- -	109,215.00
	$259,215.00

Oregon State Highway Department

Federal Aid Secondary
Project No. S-96 (1)

SOUTH YAMHILL RIVER (McMINNVILLE) SECTION OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May [illegible], 1950

Type Code X131
Bridge (Sta. 17+73.83 to 27+63.83)

All Required		Shoring, Cribbing, Etc.		$ 7,500.00	
1,130	cu. yds.	Structural Excavation	$ 5.00	5,650.00	
20	cu. yds.	Structural Excavation Below Elevation Shown	7.50	150.00	
4,600	lin. ft.	Furnish Foundation Piling	0.50	2,300.00	
14700 ~~15,000~~	lin. ft.	Furnish Treated Trestle Piling	1.50	~~22,500.00~~	22050.00
121	only	Drive Foundation Piles	40.00	4,840.00	
204 ~~208~~	only	Drive Trestle Piles	50.00	~~10,400.00~~	10200.00
1,550	cu. yds.	Class "A" Concrete	52.50	81,375.00	
390,000	lbs.	Metal Reinforcement	0.10	39,000.00	
32,000	lbs.	Structural Carbon Steel	0.165	5,280.00	
119,000	lbs.	Structural Low Alloy Steel	0.175	20,825.00	
320	lbs.	Bronze Plates	1.50	480.00	
44 ~~45~~	M-FBM	Treated Lumber in Place	250.00	~~11,250.00~~	11000.00
2,000	lin. ft.	Metal Handrail	10.00	20,000.00	
All Required		Remove Old Bridge		5,000.00	
			Subtotal	~~$236,550.00~~	235,650.00
			10% Engr. & Cont.	~~23,655.00~~	23,565.00
			Total	~~$260,205.00~~	259,215.00

Length of Bridge 0.187 mile

		$
Federal Secondary Funds- -	$150,000.00	150000.00
State Funds- -	110,205.00	109215.00
	~~$260,205.00~~	259215.00

Oregon State Highway Department

Federal Aid Secondary
Project No. S-96 (1)

SOUTH YAMHILL RIVER (McMINNVILLE) SECTION
OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 1, 1950

Type Code X131

Bridge (Sta. 17+73.83 to 27+63.83)

All Required		Shoring Cribbing Etc ~~Clearing and Grubbing~~		$ 7,500.00
1,130	cu. yds.	Structural Excavation	$ 5.00	5,650.00
20	cu. yds.	Structural Excavation Below Elevation Shown	7.50	150.00 ~~15.00~~
4,600	lin. ft.	Furnish Foundation Piling	0.50	2,300.00
15,000	lin. ft.	Furnish Treated Trestle Piling	1.50	22,500.00
121	only	Drive Foundation Piles	40.00	4,840.00
208	only	Drive Trestle Piles	50.00	10,400.00
1,550	cu. yds.	Class "A" Concrete	52.50	81,375.00
390,000	lbs.	Metal Reinforcement	0.10	39,000.00
32,000	lbs.	Structural Carbon Steel	0.165	5,280.00
119,000	lbs.	Structural Low Allow Steel	0.175	20,825.00
320	lbs.	Bronze Plates	1.50	480.00
45	M-FBM	Treated Lumber in Place	250.00	11,250.00
2,000	lin. ft.	Metal Handrail	10.00	20,000.00
All Required		Remove Old Bridge		5,000.00
			Subtotal	$236,550.00
			10% Engr. & Cont.	23,655.00
			Total	$260,205.00

Length of Bridge 0.187 mile

Federal Secondary Funds	$150,000.00
State Funds	110,205.00
	$260,205.00

May 1, 1950

[illegible] plan
5/4/50

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the South Yamhill River (McMinnville) Bridge, Project No. S-96 (1).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
JWN:nd

SOUTH YAMHILL RIVER SECTION

PROJECT NO. S-96 (1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 7, 1950

RECEIVED
OCT 27 1950
FOR FILING

S-96(1)

3412

October 27, 1950

O. C. Yocom Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and fules, a fully executed copy of contract No. 3412 which was awarded to you on September 28, 1950, covering South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane Secondary Highway in Yamhill County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
[illegible] 1950
FOR FILING

8-76 (1)

3412

October 2, 1950

O. C. Yocum Co.
Box 566
Pacific Hwy. No.
McMinnville, Oregon

Gentlemen:

The State Highway Commission on September 26, 1950, awarded you Contract No. 3412 for 0.73 mile of grading and paving on the South Yamhill River (McMinnville) Bridge Section of the Three-Mile Lane Secondary Highway near McMinnville in Yamhill County. This award was based on your low bid of $56,450.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

MBG:ds
cc: S. H. Probert

RECEIVED
OCT 3 1950
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

S-96(1)

September 28, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-96(1) South Yamhill River (McMinnville) Bridge Section of the Three Mile Lane Highway, to O.C. Yocom Company, McMinnville, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

RECEIVED
[illegible]
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

May 10, 1950

1770
1774
1735
1[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-96(1), South Yamhill River (McMinnville) Section of the Three Mile Lane Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

VED
1 - 1950
FOR FILING

1770
1774
1775
1805

Salem, Oregon
April 28, 1950

Mr. E. A. Collier
Mr. F. D. Eason
Mr. J. W. Cattrall

Attached hereto is one unexecuted copy of an agreement with Yamhill County and the City of McMinnville in connection with the construction of the Yamhill River Bridge Section of the Three-Mile Lane Secondary Highway in Yamhill County.

The original of this agreement has been retained in the Commission's files; one fully executed copy has been sent to the County Court of Yamhill County; and one fully executed copy has been sent to the City of McMinnville.

L. H. Warfield
Staff Engineer

LHW:bl
Attach

FOR FILING

April 28, 1950

1770
1774

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

I am enclosing herewith, for your records and files, a fully executed agreement between the State of Oregon, by and through its State Highway Commission and Yamhill County and the City of McMinnville in connection with the construction of the Yamhill River Bridge Section of the Three-Mile Lane Secondary Highway, in Yamhill County, Oregon.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
encl. 1

FOR FILING

April 28, 1950

Wm. A. Zosel, City Recorder
City Hall
McMinnville, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your city a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission and Yamhill County and the City of McMinnville in connection with the construction of the Yamhill River Bridge Section of the Three-Mile Lane Secondary Highway, in Yamhill County, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

ECEIVED
APR 28 1950
FOR FILING

Salem, Oregon
April 28, 1950

Agenda Item 4-q

Mr. R.H. Baldock
State Highway Engineer

Attention: Mr. L.H. Warfield

Attached hereto for further handling by you are three unexecuted copies of an agreement with Yamhill County and the City of McMinnville in connection with the construction of the Yamhill River Bridge Section of the Three-Mile Lane Secondary Highway in Yamhill County.

The original of this agreement has been retained in this office for the Commission's files, one fully executed copy has been sent to the County Court of Yamhill County and one fully executed copy has been sent to the City of McMinnville.

Secretary

rn
attach: 3

FOR FILING

Salem, Oregon
April 26, 1950

Mr. F. D. Eason

Mr. Windishar, Mayor of McMinnville, called at the office today and requested that we stake the right of way of the new route of the Three Mile Lane Secondary Highway as an extension to Third Street in McMinnville.

The Mayor states that the School Board will start construction of the new school in the block between Kerby and Logan Streets in the very near future, and, due to the fact that our alignment is on a curve, they are very anxious that they do not encroach on the right of way and that the building is properly located. The City would appreciate it if a few iron pipe could be driven alongside of the right-of-way stakes as a permanent marker through that block. Incidentally, the School Board proposes to build a concrete sidewalk over and across this same block.

W. W. Stiffler

WWS:er

cc: H. G. Smith

ASSIGNMENT No. [illegible]

[illegible]ch 30, 1950 By [illegible]

[illegible]ption: **John Hagemann's letter of 3-27-50 regarding matters which Mayor of McMinnville would like to discuss (South Yamhill River Bridge Section and parking on Baker St.)**

See Margt Bridge Parking Reg.

Acknowleuged by _____ Referred to ___ **Smith** ✓ ____

Investigate and report with recommendation

xx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _______________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed ______ Report received ______

Remarks: **I believe we should construct the 30' [illegible] for the one block requested. WCW**

NOTED
W. C. WILLIAMS

Ret'd 4-3-50 me

Ordered HS

Field Engineer

JFH:MM

Att.

VED
R 4-1950
FOR FILING

FORM E-30 25M 6-49 32802

Cross Referenced To:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1950

RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Mr. R. H. Windishar, Mayor of the City of McMinnville, has indicated that he will contact you in the near future to discuss the following matters:

1. The South Yamhill River Bridge Section of the Three Mile Lane State Secondary Highway No. 100 - Mr. Windishar would like the block between Kirby and Logan Streets constructed with curbs and a 38' pavement between curbs as a $150,000 Catholic school is to be constructed adjacent to this block. A 38' pavement with curbs will conform with the existing street west of Kirby Street. No storm sewers would be involved as the water can drain along the curb into our ditch. Attached are two copies of an estimate prepared by Virgil O'Neil detailing a ~~little~~ total cost increase of $1,120 to construct this block accordingly. In connection with this project, the City has vacated the portions of Logan, Second, and Macy Streets lying south of the relocated line thus eliminating construction of three street connections as originally planned.

Smith

2. The City Council, on their own initiative, sometime ago passed an ordinance prohibiting parking on Baker Street (Pacific Highway West). This ordinance has been referred by petition of the people and Mayor Windishar is campaigning to defeat the referendum thus retaining the parking regulation. He will be seeking information to use in support of his campaign. I have checked our records and we have no agreement with the city covering this matter. We do have an encroachment resolution which provides, among other things, that the city will so regulate parking of vehicles that the free, convenient, and safe flow of traffic shall not be impeded. Mr. F. B. Crandall, Traffic Engineer, is familiar with this matter and I would suggest that he be contacted for further details.

John W. Cattrall
Engineer, County and City Relations

John F. Hagemann
By: John F. Hagemann
Field Engineer

JFH:MM

Att.

Estimated Increased Cost to Provide
38' Street Section and Curbs
Between Kirby and Logan Streets in McMinnville
S. Yamhill River (McMinnville) Bridge Section
Three Mile Lane Highway
Yamhill County

Increase in Quantities

Item	Unit	Net Quantity	Allowance	Total	Unit Price	Amount
Concrete Curbs	Cu. Yd.	16	2	18	$50.00	$ 900.00
3" - 0" Rock in Base	Cu. Yd.	33	3	36	2.50	90.00
3/4" - 0" Rock in Binder Course	Cu. Yd.	2	1	3	4.00	12.00
Class "B" Asphaltic Concrete	Ton	6	1	7	8.00	56.00
		Net Total Increase in Cost				$1,058.00

Decrease in Quantities

Item	Unit	Net Quantity	Allowance	Total	Unit Price	Amount
3/4" - 0" Rock in Base & Shoulders	Cu. Yd.	12	1	13	$ 3.00	$ 39.00
Sprinkling	M-gal.	1	-	1	2.00	2.00
		Net Total Decrease in Cost				$ 41.00

Net Increased Amount	$1,017.00
Plus Engineering & Contingencies	103.00
Total Estimated Increase in Cost	$1,120.00

5" A. C. Pav't.
8" Rock Base

March 24, 1950

ASSIGNMENT

No. 1774

h 20, 1950

By 2

ription: Mr. Devers letter of 3-16-50 attaching seven copies of proposed agreement between the State, City of McMinnville and Yamhill County re relocation of Three Mile Lane Secondary Highway and ~~six~~ copies of agreement

Acknowledged by _____ Referred to ____ Cattrall

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 4/10/50 Report received ______

Remarks: Please have executed by County and City.

WCW
e.

4-11-50, me

ASSIGNMENT

No. 1970

ch 17, 1950

By [illegible]

ription: Mr. Devers' letter of 3-16-50 attaching seven copies of agreement covering change of secondary highway in Yamhill County (Three Mile Lane Secondary Highway)

Acknowledged by _____ Referred to ____Libby________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 3/17 Report received

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: Please check.
WCW

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 16, 1950

SUBJECT:

To:
Mr. W. C. Williams
Assistant Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Attached you will find seven copies of an agreement covering the subject of change of secondary highway in Yamhill County. This agreement involves the County, the City of McMinnville and the State. Four copies are all that need be executed; one for the City, one for the County, and two for the State.

I am going to leave it to your judgment as to whether these should be signed by the City and the County before they go to the Commission. You will note that exhibits have to be attached to some of these copies.

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

Enc.

OK 3/17'50
HW Libby
One copy retained.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

VED
5 1950
FILING

File

Salem, Oregon
March 14, 1950

1755

Mr. J. M. Devers

I have made some corrections and/or additions to the draft of agreement which you prepared to be entered into between the State Highway Commission, Yamhill County, and the City of McMinnville, relative to relocation of a section of the Three Mile Lane Secondary Highway.

I return the corrected draft herewith for further handling by you. I understand you have been furnished with two maps for attachment to the agreement, and, when the final drafts are prepared, we will furnish additional maps for attachment thereto.

W. C. Williams

WCW:me

Encl.

ASSIGNMENT

ch 13, 1950

No. 1755
By

ription: **Agreement re relocation of Three Mile Lane Secondary Highway**

Acknowledged by _____ Referred to __Libby__ ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _______________ signature

Assignment executed 3/14 Report received

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: **Please check—note additions or corrections, if any that should be made.**

? on Par. 3   Corr. on par 5.

VED

FOR FILING

Salem, Oregon
February 15, 1950

Mr. J.M. Devers
Chief Counsel

Attention: Mr. E.F. Saling

Attached hereto, for further handling by you, is a fully executed Bargain and Sale Deed with Archdiocese of Portland in Oregon approving the purchase of right of way for the McMinnville-Three Mile Lane Section of Secondary Highway No. 152

Secretary

rn
attach:

10-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 7, 1950

File No. 11545

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

On the State Highway Resolution for June 27th, 1949, the State Highway Commission approved the purchase of right of way from the Archdiocese of Portland in Oregon for the McMinnville-Three Mile Lane Section of Secondary Highway No. 152. The sum of $5,432.00 was to be deducted from the total amount of consideration in exchange for property wherein they were to deed us 0.406 acre and we were to deed them approximately 54,320 square feet. The executed deed from the Church has been received by this office and we now wish the Commission to execute the deed to the Church in exchange therefor.

As stated above, the deed from the Church calls for a consideration of $25,412.00, none of which has been paid, and $5,432.00 of this amount is for property we are deeding to them. The remaining $19,980.00 is for moving, or low bid in lieu of moving, the two-story school building which they now occupy.

Will you please return the bargain and sale deed to this office after it has been signed by the Commission.

Yours very truly,

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

EFS/bdr
Enc.
cc: F. D. Eason
cc: F. Cooper

[illegible]

June 27, 1949
H. B. Glaisyer

see pages
15960 and 15961
of the minute
book. HBG

3-3413 Timberline Junction Building 1959

#3413

RECEIVED
OCT 23 1951
FOR FILING

[illegible]

Query

October 16, 1951

Wheelock and Hathaway
Corbett Building
Portland 4, Oregon

Attention: Mr. C. E. Wheelock

Gentlemen:

As requested in your letter of October 12, we are sending by separate mail a certified copy of State Highway Contract No. 3413 awarded to Stockton and Son.

The copy is being forwarded to you although we do not have an affidavit of claim as required by law. Will you kindly forward the affidavit in the near future.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 10-15

LAW OFFICES
WHEELOCK AND HATHAWAY
CORBETT BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8335

C. E. WHEELOCK
MARK A. HATHAWAY
CLYDE R. RICHARDSON

October 12, 1951

3413

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Would you furnish to ourselves a certified copy of your commission's contract with Stockton and Son, together with a certified copy of the bond furnished by said contractor, covering Job No. 7252, Contract No. 3413, Prefix 3-3415, for the construction of a maintenance building at Timberline Junction, Government Camp, Oregon.

We request this information in behalf of Tom Dooley and Company in order that proper action may be instituted upon the bond as provided by the applicable statute.

Very truly yours

WHEELOCK AND HATHAWAY

C. E. Wheelock

CEW:pn

Filing
BY SECRETARY

[illegible]

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)
October 9, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3413	5-final	Stockton & Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17202	B-25507	$ 3,767.70	Oct. 3, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1951

Time Extensions: Extended to Aug. 31, 1951 without penalty

Completion Date: Aug. 31, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-10-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

[illegible]EIVED
[illegible]P 6 1951
[illegible]R FILING

S-3413

3413

September 27, 1951

Stockton & Son
Route 1, Box 627
Gresham, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 12, 1951, had under discussion your request for an extension of time of 30 days, from July 30 to August 31, 1951, within which to complete your contract No. 3413, covering construction of the Timberline Junction Maintenance Building in Clackamas County.

I am pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

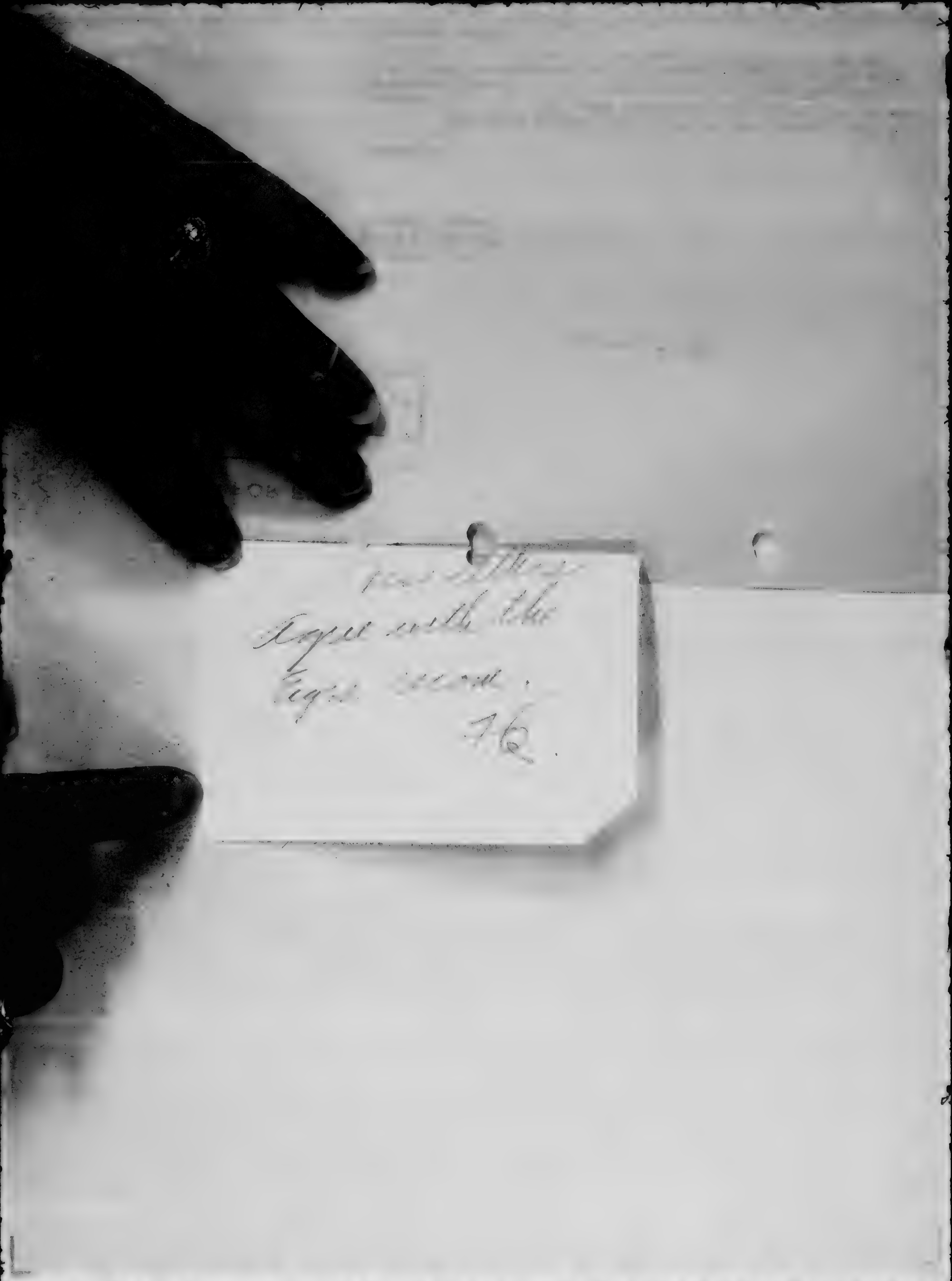
gl

cc: A. C. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD



[illegible]

Agree with the

Eggs seen.

76

RECEIVED
SEP 24 1951
FOR FILING

3-3415

3413

September 21, 1951

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 3413 for construction of Timberline Junction Building in Clackamas County was completed by the contractor, Stockton & Son, on August 31 and accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $3,767.70 will be made to the contractor on or after October 1, 1951. The total contract amount is $60,292.02, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc : Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
FOR FILING

3-3415

3413

August 22, 1951

Request for extension of time
No. 1
September 12 meeting.

State Highway Commission

Gentlemen:

Re: Timberline Junction Maintenance
Building, Contract No. 3413
Stockton & Son, Contractors

Herewith request for an extension of time to and including August 31, 1951, for the completion of the Timberline Junction Maintenance Building. This contract was previously extended from June 30, 1951 to July 30, 1951.

The work was completed within the original time limit except for minor items of painting, and this present extension is to allow for the completion of this work. The building has been occupied since early last spring, and there has been no additional cost to the State. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson
H. B. Glaisyer
R. H. Baldock
W. C. Williams

RECEIVED
1951
FOR FILING

3-[illegible]

3413

August 8, 1951

Stockton & Son
Route 1, Box 627
Gresham, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 3, 1951, had under discussion your request for an extension of time of 30 days, from June 30 to July 30, 1951, within which to complete your contract No. 3413 covering construction of Timberline Junction Building in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
JUL 2 3 1951
FOR FILING

[illegible]
3413

July 13, 1951

Request for extension of time
No. 1
August 20 and 21 meeting.

State Highway Commission

Gentlemen:

Re: Contract No. 3413
Timberline Junction Building
Stockton & Son, Contractor

Herewith copy of a request for an extension of time in the amount of 30 days, from June 30 to and including July 30, 1951, in which to complete the work on the Timberline Junction maintenance building. This extension is for the purpose of completing the painting of the roof, which was not done during the contract time because of weather conditions.

No delay in our use of the building has been occasioned, nor will there be any additional engineering charges due to the delay. We would recommend that the extension be granted without penalty to the contractor. This is a State Project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gn
cc H. B. Glaisyer
R. H. Baldock
W. C. Williams
G. S. Paxson

RECEIVED
18 1951
FOR FILING

3-3415

3413

January 18, 1951

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

It is the intention of the State Highway Commission to release to Stockton & Son a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3413, covering construction of building at Timberline Junction in Clackamas County. This payment, which is in the amount of $19,860.50, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,730.40. The present payment will be made on or after January 29, 1951.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
OCT 24 1950
FOR FILING

3-3415
3413

October 23, 1950

Stockton & Son, Contractor
Route 1, Box 627
Gresham, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3413 which was awarded to you on September 29, 1950 by the State Highway Commission, covering construction of Timberline Junction Building, Clackamas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
1950
FOR FILING

3-2415

3413

October 2, 1950

Stockton & Son
Rt. 1, Box 627
Gresham, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3413 for construction of a 36' x 302' masonry block building at the junction of the Mt. Hood Highway and Timberline Road in Clackamas County. This award was based on your low bid of $60,102.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

MBG:ds
cc: S. H. Probert
G. S. Paxson

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SEP 26 1950
FOR FILING

FORM E-30X 15M 8-49
3-3115
2
343

2180

9-26-50

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1950

SUBJECT:

To:
~~Mr. I. A. DeFrance~~
~~Assistant Maintenance Engineer~~
~~Office~~

NOTED
W. C. WILLIAMS

Dear Sir:

I received approval from the Forest Service for the sand shed at the Government Camp Maintenance Station. This is conditioned upon our using a crimped aluminum roof rather than the corrugated roof as shown on the plans. They have returned one copy of the plan I submitted to them with this change in the roof noted. They suggest that this be attached to the special use permit authorizing the maintenance station.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP/ds
Attached
cc W. C. Williams ✓

ASSIGNMENT

No. 7 [illegible]
By

Date: September 20, 1950

Description: Mr. Olson's letter of 9-19-50 re proposed sand storage shed at Summit Maintenance Station, also attached plan for attachment to special use permit

Acknowledged by _____ Referred to _ Paxson ✓ _________

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ___________________ signature

____

Assignment executed 9-25-50 me Report rec

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks:

PLEASE ADDRESS REPLY TO OFFICE FROM WHICH THIS LETTER WAS WRITTEN

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
MOUNT HOOD NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

C/O SWAN ISLAND POSTAL STATION
PORTLAND 18, OREGON

U
USES - Mt. Hood
Maintenance Station (Summit)
Oregon State Highway Commission
7/15/50

September 19, 1950

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Gentlemen:

Reference is made to Mr. W. C. Williams' letter of August 30.

Drawing #9136 showing plans for the proposed sand storage shed at Summit Maintenance Station is approved for outside design by the Forest Service with the exception that we would prefer to see a crimp aluminum roof rather than a corrugated sheet metal roof. We will furnish you with recommended outside color treatment in the near future.

A copy of the plan is returned to you and should be attached to the special-use permit authorizing the Summit Maintenance Station.

Very truly yours,

Lloyd R. Olson

LLOYD R. OLSON
Forest Supervisor

Enclosure

PLEASE ADDRESS REPLY TO OFFICE FROM WHICH THIS LETTER WAS WRITTEN

MANUFACTURERS OF HEATING COOLING · AIR CONDITIONING UIPMENT · ESTABLISHED 1885

THE TRANE COMPANY

GENERAL OFFICES AND FACTORY, LA CROSSE, WISCONSIN, U. S. A.

PORTLAND SALES DISTRICT
PORTLAND 4, OREGON

515 DEKUM BLDG.
S. W. 3RD & WASHINGTON STS
PHONE BEACON 6106
6107

~~IN CHARGE~~
J. P. MCDERMOTT

RECEIVED
1950
FOR FILING

September 25, 1950

NOTED
W. C. WILLIAMS

W. C.Williams, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Maintenance Building
for Oregon State Highway
Department at Timberline
Junction.

Dear Mr. Williams:

As you requested in our telephone conversation of September 25, 1950 I am sending you a copy of The Trane Company Unit Heater Bulletin.

Descriptive literature for the horizontal (Type H) heaters is on page 6 of this bulletin. Rating tables are on page 26 and detailed specifications for these units are on page 48.

I believe you will find our capacity tables easy to read. If your steam conditions are other than 2 Psi then you should apply a corresponding factor as found in the table on page 25.

We will be happy to answer any questions regarding these units and we are confident that you would be well pleased with our equipment.

Very truly yours,

THE TRANE COMPANY

Omer T. Jacobson
Omer T. Jacobson
Portland, Oregon Office

OTJ/fm

Copy with Bulletin
sent to Mr. Paxson

PLEASE ADDRESS REPLY TO OFFICE FROM WHICH THIS LETTER WAS WRITTEN

RECEIVED
MAY 31 1950
FOR FILING

FORM E-30 25M 9-49 24892

388411

3413

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1949

Govt Camp

SUBJECT: Maintenance Headquarters - Government Camp

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

I hand you herewith four additional sets of photographs of the proposed Timberline Junction Maintenance Site, the Forest Service headquarters and garages, and our present Maintenance Station in Government Camp. I attach also five copies of three maps - the first, a 2,000-foot sketch map letter size showing relative locations of our present station, the proposed Timberline Junction site and the location of Forest Service headquarters and garages; the second, a 400-foot map showing in more detail, the location of our present site and the proposed site; the third, a photostat of the site map showing contours and suggested locations of maintenance station buildings at Timberline Junction. Mr. Strohmeyer tells me that he has 22 men on the 2.0 Miles → Government Camp crew at this time, and that it may be increased to 25 men when snow plowing gets underway. He states that he now has 11 pieces of equipment. In my letter of May 9, 1949, I reported that we had employed an average of 25 men and operated 11 pieces of equipment during our 1948-1949 winter's operation.

6 Men Based
@ Govt. Camp
Bal. located
in Cabins on
Hwy To
Brightwood
4 Miles

Mr. Strohmeyer reports that the Forest Service crew on Tim- 6.0 Miles berline maintenance now consists of 18 men and that they have 13 pieces of equipment.

6 " Summer Operate [illegible]

On the two crews, there are now 40 men and 24 pieces of equipment. When they are combined, we believe that we will require 40 men and, during heavy snow plowing, could easily require 50. The combined list of equipment includes the following:

	Forest Service
4 Snogos	2
5 Heavy Trucks	2
6 Light Trucks	3
3 Motor Graders	2
3 Pickups	1
1 Baughman Sander	
1 Scoopmobile	
1 Tractor Angle Dozer	1
	11

It is possible that the combined crew will require fewer light trucks, motor graders and pickups so that 20 pieces of equipment might suffice.

NOTED
W W STIFFLER

Mr. Strohmeyer reports that, although it might be possible to purchase a maintenance site closer to Government Camp from private owners, it would take a great deal of expensive grading to level out a site of sufficient area to accommodate our operations and leave room for the disposal of the heavy snow which must be contended with. Our proposed site is on a summit which may be leveled off to provide a level area for our buildings which can be surrounded by an undeveloped space available for the disposal of snow.

Mr. Strohmeyer states that some of our crew members now live in cabins in Government Camp but that the balance of the crew members are located between Brightwood and Government Camp so that they have a considerable distance to go to report for work each morning at our present headquarters.

It is desirable that a few key men be located on the maintenance site. It is proposed that the shop section of the maintenance buildings be heated to provide warm storage for snow plows and sanding equipment. Employees residing at the site would facilitate the operation of this heating plant. In case of emergencies, employees located at the maintenance station could take out sanding trucks immediately when reports indicate the need. The same would apply in cases where emergency snow plowing was required during the night. A few employees in residence upon the property would also tend to diminish the hazard from prowlers, thieves and saboteurs. In case we maintain a minimum number of key employees at the site connected by telephone with the other employees, we do not believe the moving of the headquarters from the center of Government Camp to a point one-half mile east would seriously hamper the operation of the crew under present conditions.

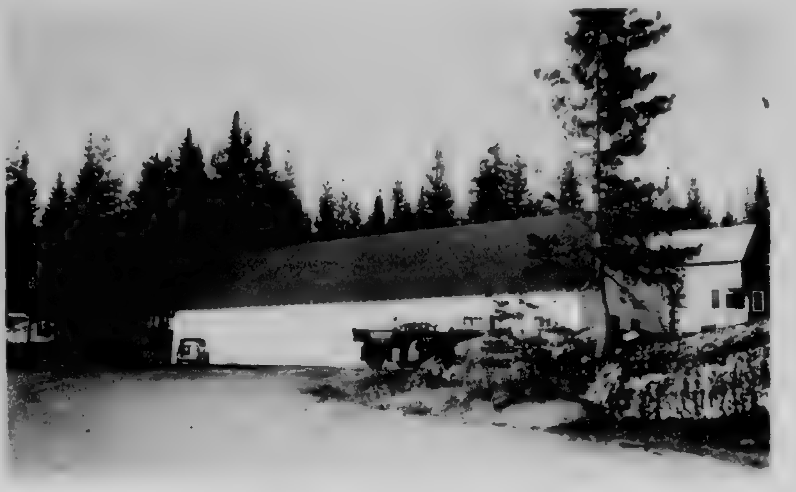
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

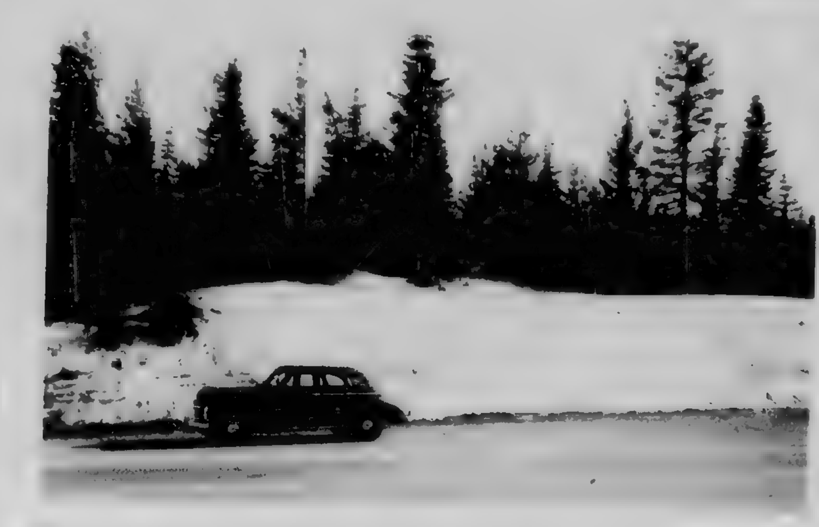
IAD/bm
Encls.

Government Camp Maintenance Stations - Mt. Hood Loop Hwy.

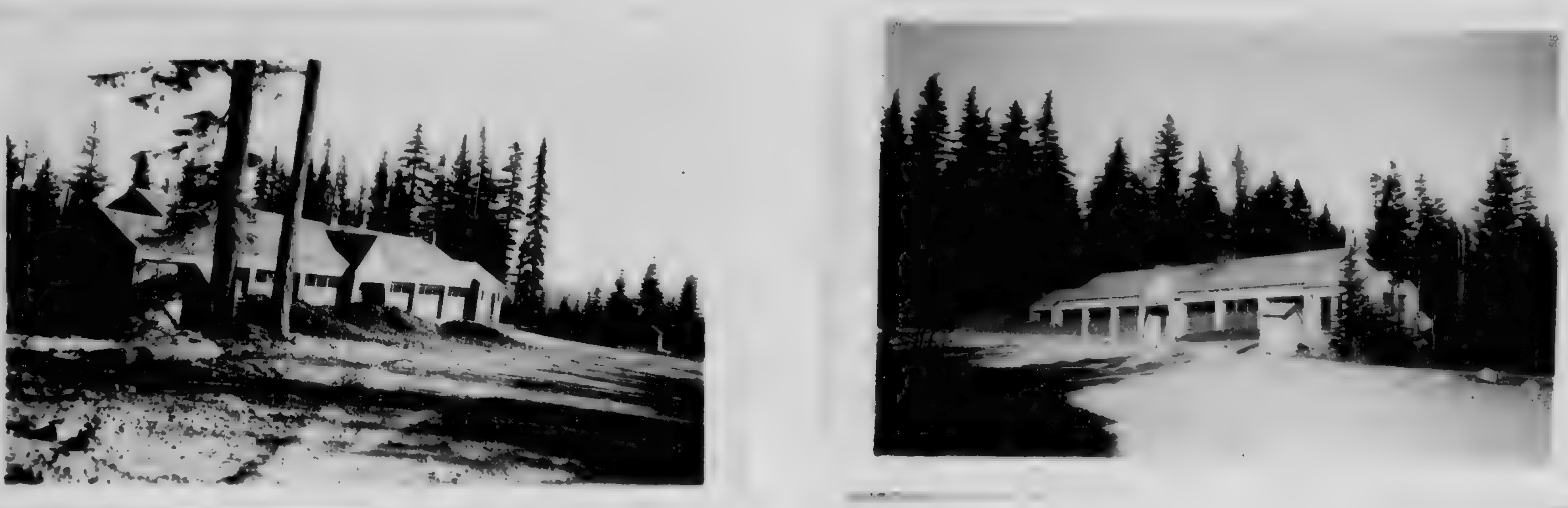
May 10, 1949



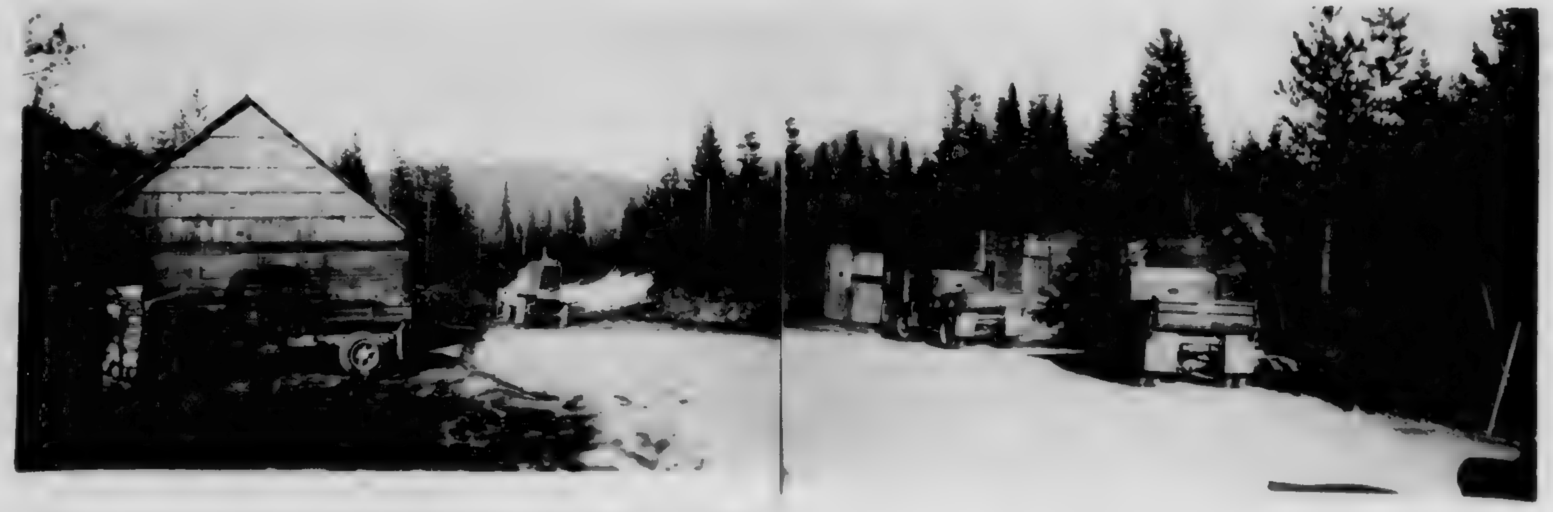
Government Camp Maint. Station
M.P. 54.7, Mt. Hood Loop Hwy.



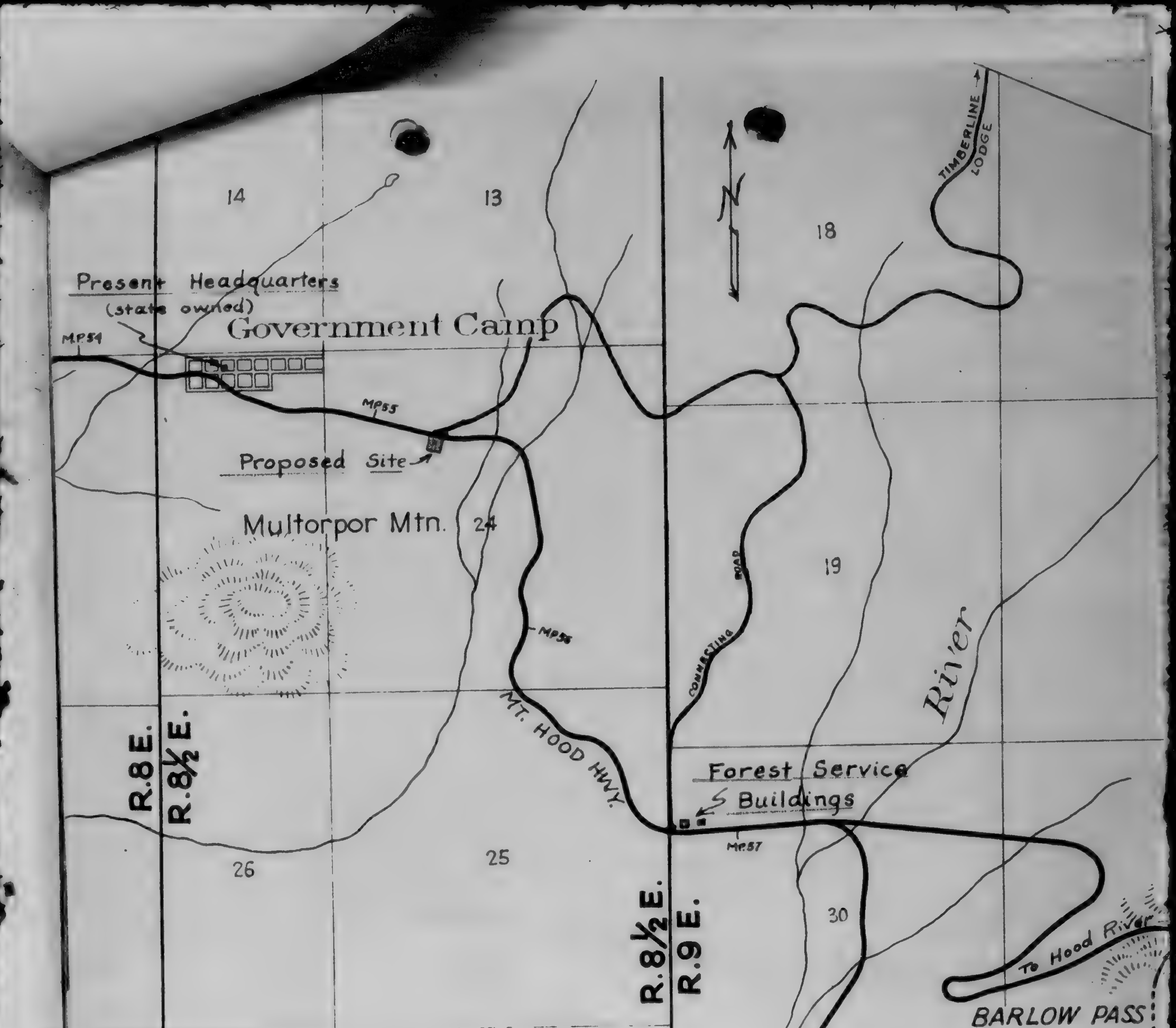
Proposed Site of New Maint. Station, MP 55.2



Forest Service Headquarters, M.P. 56.7



Forest Service Maintenance Station, M.P. 56.8


14
13
18
Present Headquarters
(state owned)
Government Camp
M.P. 54
M.P. 55
Proposed Site
Multorpor Mtn.
24
19
M.P. 56
MT. HOOD HWY.
CONNECTING ROAD
TIMBERLINE LODGE
N
River
Forest Service Buildings
M.P. 57
R. 8 E.
R. 8½ E.
26
25
R. 8½ E.
R. 9 E.
30
To Hood River
BARLOW PASS
35
36
31
WAPINITIA HWY.
To Maupin
T. 3 S.
T. 4 S.

OREGON STATE HWY. COMM.
MAINTENANCE DEPT.

VICINITY MAP
GOV'T CAMP - WAPINITIA JCT.

clackamas county
scale: 1" = 2000' DEC. 194

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FOR FILING

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3413

Salem, Oregon
September 13, 1949

Mr. R. H. Baldock

Reference is made to the list of unfinished business considered by the Commission for the period February 2, 1949 to June 28, 1949.

Item 9 of the Commission meeting, June 27-28, 1949. Construction of maintenance headquarters at Government Camp.

Since the Forest Service have been performing the maintenance on the Timberline Lodge connecting road, they have constructed and operated two groups of buildings to house and shelter their equipment.

One group consists of one building located at the junction of the Mount Hood Highway and the old road to Timberline Lodge. This building was constructed by the Forest Service as a two-story building. The grade of the second floor is level with the old road to Timberline Lodge. This level was constructed for the purpose of storing passenger cars, and is not designed structurally as being adequate to accommodate trucks and snowplows by reason of their weight, or by reason of the length of the unit. The first floor of the building is a dirt floor with no doors. Small trucks could be stored here, but this would be a bad fire hazard. The Forest Service has never used this building for their equipment.

NOTED
W. W. STIFFLER

The second group of buildings consists of an abandoned contractors' camp, which the Forest Service has utilized for storing, servicing and repairing their road maintenance equipment. The buildings were not constructed for the purpose for which they are used and are unsatisfactory even to the Forest Service. Since the reconstruction of the Timberline Road, this group of buildings is located 2.5 miles from the new junction of the

Timberline Lodge Road with the Mount Hood Highway. Due to this distance, the Forest Service are abandoning this group of buildings and are making preparations to erect temporary storage buildings at the summit guard station adjacent to the plot of ground which we have selected for a suitable site upon which to construct additional and suitable storage buildings.

W. W. Stiffler

WWS:er

cc: W. C. Williams

RECEIVED
FOR FILING

June 10, 1949

Oregon State Highway Commission

Gentlemen:

In our 1949 budget, approved as to principle, we have an item listed under Capital Outlay expenditures for the construction of buildings and improvements at maintenance station headquarters in the amount of $40,000, to apply on a schedule for the construction of an adequate headquarters on the Wapinitia Highway near the junction of the road to Timberline Lodge. I will recite briefly the necessity for such construction.

The Forest Service has allocated funds to complete the grading, surfacing and oiling of the road from the Wapinitia Highway to Timberline Lodge, approximately six miles in length, which, up to the present time, has been maintained by the Forest Service. The Highway Commission has indicated to both the Forest Service and the Public Roads Administration its willingness to take over and assume the maintenance obligation of this section of highway when completed. The Public Roads Administration advises us that the highway will be completed during 1949.

[illegible] 26' [illegible]

Our present equipment storage building at Government Camp was constructed in 1928. The building is 26' x 80' and provides storage for only five pieces of equipment, whereas we are operating eleven pieces of equipment from this headquarters at the present time. The 26-foot width or depth of the building, which was the old standard, is insufficient to allow storing the heavier pieces of modern equipment such as rotary plows and larger trucks when equipped with push plows. When the obligation of maintaining the Timberline Road through the winter is assumed, we will require eight additional pieces of equipment, as follows: 2 rotary plows; 3 large truck plows; 1 H.D.-6 tractor-dozer; 1 power grader and 1 pickup truck.

It is practically impossible to extend or expand our present storage building due to its location on two small lots practically in the center of the town. The building is surrounded on all sides by property which is improved with residences and garages. There is also considerable objection to the location of our headquarters from both the residents and business interests of this district due to the fact that, at times, our equipment is operated at all hours of the night. Our building is also located at the rear of the property only two feet from a six-foot cut bank. This location precludes the possibility of plowing the snow from the rear of the building, with the result that we have an unbalanced snow load as much as 13 feet in depth at the rear while all snow is plowed away from the front or entrance to the building. This unbalanced loading results in considerable maintenance each year to realign the building. In addition to the above, the present location is somewhat of a fire hazard due to its location and the character of construction.

We have selected a tentative site for a new headquarters which we believe will be adequate to serve the demands of the public. The construction of the required plant will be spread over the years 1949, 1950, and 1951. However, before we can definitely secure a Special Use Permit from the Forest Service for the site which we have selected, the Forest Service requires us to submit tentative plans and design of our proposed improvement showing the style of architecture, finish, color, et cetera.

Two methods are available for utilizing the old building at Government Camp, as follows:

It is possible that the building can be moved from its present location to the new site, and with slight alterations will meet the approval of the Forest Service; otherwise, the building could be dismantled and moved in sections and installed at Estacada, where it is proposed in 1950 to establish an equipment storage headquarters.

I am showing herewith the proposed estimated cost of the complete development over the years 1949, 1950, and 1951, in the total amount of $192,940, of which you will note that $44,000 is scheduled for 1949. It is doubtful if expenditures in 1949 will exceed the $40,000 in the budget due to the short construction season. Any overrun can be made up by a transfer from other approved building projects or savings effected in contract prices over and above the budget allocation.

	1949	1950	1951	Total
1. Grading and surfacing driveways	$ 3,000	$ 4,000	$ 3,000	$10,000
2. Deep Well, Pump and Distributing System (Drill well $1,500 - 800 gals. per hr. at 200'; 5 H.P. Pump, etc., 855 - 1,180 gals. per hr. at 150'; Installation 50 - 1,320 gals. per hr. at 120'; Distributing system 325)	2,400	1,000	- -	3,400
3. Power Plant and Distributing System (19 Kw plant, 3-phase D-311 Caterpillar Diesel, overhead power lines to all buildings, and providing power to water pump)	3,000	900	- -	3,900

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

4ag

3413

3415

June 10, 1949

Oregon State Highway Commission

[illegible] to [illegible] 1950 budget

Gentlemen:

In our 1949 budget, approved as to principle, we have an item listed under Capital Outlay expenditures for the construction of buildings and improvements at maintenance station headquarters in the amount of $40,000, to apply on a schedule for the construction of an adequate headquarters on the Wapinitia Highway near the junction of the road to Timberline Lodge. I will recite briefly the necessity for such construction.

The Forest Service has allocated funds to complete the grading, surfacing and oiling of the road from the Wapinitia Highway to Timberline Lodge, approximately six miles in length, which, up to the present time, has been maintained by the Forest Service. The Highway Commission has indicated to both the Forest Service and the Public Roads Administration its willingness to take over and assume the maintenance obligation of this section of highway when completed. The Public Roads Administration advises us that the highway will be completed during 1949.

Our present equipment storage building at Government Camp was constructed in 1928. The building is 28' x 88' and provides storage for only five pieces of equipment, whereas we are operating eleven pieces of equipment from this headquarters at the present time. The 28-foot width or depth of the building, which was the old standard, is insufficient to allow storing the heavier pieces of modern equipment such as rotary plows and larger trucks when equipped with push plows. When the obligation of maintaining the Timberline Road through the winter is assumed, we will require eight additional pieces of equipment, as follows: 2 rotary plows; 3 large truck plows; 1 H.D.-6 tractor-dozer; 1 power grader and 1 pickup truck.

It is practically impossible to extend or expand our present storage building due to its location on two small lots practically in the center of the town. The building is surrounded on all sides by property which is improved with residences and garages. There is also considerable objection to the location of our headquarters from both the residents and

3 maps

S.C.

business interests of this district due to the fact that, at times, our equipment is operated at all hours of the night. Our building is also located at the rear of the property only two feet from a six-foot cut bank. This location precludes the possibility of plowing the snow from the rear of the building, with the result that we have an unbalanced snow load as much as 13 feet in depth at the rear while all snow is plowed away from the front or entrance to the building. This unbalanced loading results in considerable maintenance each year to realign the building. In addition to the above, the present location is somewhat of a fire hazard due to its location and the character of construction.

We have selected a tentative site for a new headquarters which we believe will be adequate to serve the demands of the public. The construction of the required plant will be spread over the years 1949, 1950, and 1951. However, before we can definitely secure a Special Use Permit from the Forest Service for the site which we have selected, the Forest Service requires us to submit tentative plans and design of our proposed improvement showing the style of architecture, finish, color, et cetera.

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It is possible that the building can be moved from its present location to the new site, and with slight alterations will meet the approval of the Forest Service; otherwise, the building could be dismantled and moved in sections and installed at Estacada, where it is proposed in 1950 to establish an equipment storage headquarters.

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	1949	1950	1951	Total
1. Grading and surfacing driveways	$ 3,000	$ 4,000	$ 3,000	$10,000
2. Deep Well, Pump and Distributing System (Drill well $1,500 - 800 gals. per hr. at 200'; 5 H.P.Pump, etc., 855 - 1,180 gals. per hr. at 150'; Installation 50 - 1,320 gals. per hr. at 120'; Distributing system 325)	2,400	1,000	- -	3,400
3. Power Plant and Distributing System (19 Kw plant, 3-phase D-311 Caterpillar Diesel, overhead power lines to all buildings, and providing power to water pump)	3,000	900	- -	3,900

	1949	1950	1951	Total
4. Heated Shop Building, 36' x 96'	$30,000	$ - -	$ - -	$ 30,000
5. Truck Storage Building, 36' x 168'	- -	40,000	- -	40,000
6. Four Employee's Cottages with Garages	- -	34,000	- -	34,000
7. Dormitory, Apartments, Dining Room, Office and Radio Building, 40' x 54'	- -	- -	39,000	39,000
8. Septic Tank and Sewer Lines	1,100	500	- -	1,600
9. Combination Pump and Powerhouse, 16' x 20'	500	2,000	- -	2,500
10. Sand Storage Shed, 60' x 140' (Estimate based on similar structure constructed by State Forces, plus 25 per cent contractor's cost.)	- -	- -	11,000	11,000
	$40,000	$82,400	$53,000	$175,400
Plus 10% for Contingencies	4,000	8,240	5,300	17,540
TOTAL	$44,000	$90,640	$58,300	$192,940

I herewith recommend for your approval the over-all plan as outlined above and especially the allocation of funds necessary for construction in 1949.

This item will appear on the agenda for the June meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

FORM F 30 15M 12-48 27999

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1949

SUBJECT: Maintenance Headquarters,
Government Camp

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Reference is made to Mr. DeFrance's letter to you dated May 9 concerning a proposed maintenance headquarters at Government Camp.

I have checked through the estimates which were given in Mr. DeFrance's letter, and I believe that they are considerably too low. I am attaching hereto our estimate of the probable cost of the buildings in this development. This estimate also includes an item of $10,000 for grading and surfacing, which was prepared by the Maintenance Department.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

GOVERNMENT CAMP MAINTENANCE STATION

Preliminary Cost Estimate May 13, 1949

	1.	36' x 168' Truck Storage Building	$ 40,000 ✓
4	2.	36' x 96' Heated Shop Building	30,000 ✓
6	3.	Four Employee's Cottages with Garages	34,000 ✓
7	4.	40' x 54' Dormitory, Apartments, Dining Room Office and Radio Building	39,000 ✓
		(Above estimates based on bid prices of similar buildings, plus 20 per cent for architectural treatment, snow loads, and location.)	
12	5.	Sand Storage Shed, 60' x 140' (Estimate based on similar structure constructed by State Forces, plus 25 per cent contractor's cost.)	10,500
11 ✓	6.	Grading and surfacing driveways (~~Estimate by Maintenance Department~~)	10,000
8	7.	Septic and Sewer Lines	1,100
3	8.	Power Plant and Distributing System (19 KW plant, 3-phase D-311 Caterpillar Diesel, overhead power lines to all buildings, and providing power to water pump.)	3,900
2	9.	Deep Well, Pump and Distributing System (Drill well $1,500 - 800 gals. per hr. at 200' 5 H.P. Pump, etc. 855 - 1,180 gals. per hr. at 150' Installation 50 - 1,320 gals. per hr. at 120' Distributing system 325)	2,800
1	10.	Combination Pump and Powerhouse, 16' x 20'	2,400
		Net total estimated cost	$173,700
		Plus 10 per cent for contingencies	17,370
			$191,070
		Plus 10 per cent for engineering	19,107
		TOTAL	$210,177

FORM E-30 15M 12 48 27999

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1949

SUBJECT: Maintenance Headquarters - Government Camp

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Storage for 5

In this winter's operations at Government Camp, we employed an average of 25 men and operated 11 pieces of equipment, including three snogos, three Walters trucks with plows, two Ford trucks with plows, one International truck with Baughman sander, one motor grader, and one Chev pickup.

Our maintenance headquarters at Government Camp consists of one building 28'x88' which fails to provide covered storage for half of the above equipment or supplemental equipment consisting of a loader, a patch kettle and a pull blade.

It is impractical to expand our present headquarters, inasmuch as we are located on two lots in a block that is near the center of Government Camp and consequently built up and improved so that we can obtain additional room only at considerable expense and considerable public objections. Our building also is a cause of concern and dissatisfaction on account of three circumstances:

First - The heavy load of snow must be removed from the front of the building to provide access to the doors. The load of snow cannot, however, be removed from the back half of the roof and, consequently, there is an unbalanced thrust which is pushing the building out of line and racking the timbers so that in time complete failure could result.

Second - The sliding doors in front become stuck by frost heaving the ground.

Third - The building was constructed 28' deep which is inadequate to accommodate our modern snowplow equipment. Buildings that we are designing and building for storage of such equipment are being made 36' deep.

Government Camp is a winter resort and employee housing is becoming a serious problem and is interfering with our maintaining an adequate crew of skilled men who, due to the seasonal nature of the work, have little incentive to own their own homes. At other winter maintenance stations, we have built and provide employee housing; however, we could never hope to make similar provisions at this site on account of our limited ground area.

It appears probable that the maintenance of the Timberline Lodge road will become our responsibility next winter. The Forest Service Crew has been doing this work and maintain approximately the same size crew and assignment of equipment as we do. Their operations have been efficient and we have no reason to believe that we can perform the two jobs of snow plowing next winter with materially less men or equipment than has been required by the two crews. We should anticipate, then, the need of 50 men and 20 snow equipment units.

The Forest Service has been using contractor's shacks located a little more than a mile east of Government Camp. These shacks are cheap and built of rough lumber and have little value in addition to being poorly located for our use. Another Forest Service building at the old Timberline Road junction will, no doubt, be retained by them as a base for their summer tourists and fire fighting operations.

The matter of our inadequate headquarter's facilities has been discussed with the Forest Service officials and Forest property adjacent to the new Timberline Road junction has been suggested as a site for the development of an adequate snow headquarters station. We understand the Forest Service officials are hesitant to give their approval to this use of this particular property until they are assured of our compliance with certain restrictions they wish to impose in the way of rustic types of architecture, etc. We are unable to make any commitment to the Forest Service officials until the project, at least in principle, has been approved by the Highway Commission.

A study of our needs at this location appears to indicate the following facilities would be required:

1. Truck Storage -
    a. Cold Storage, 14 bays
    b. Warm Storage including shop facilities, 6 bays

2. Four residences, garage and woodshed for employees.

3. Sand shed to facilitate sanding operations.

4. Combination office, radio room, restaurant, kitchen, caretaker's apartment, showers and bunk rooms for employees.

5. Rock and oil storage space and space for future building if needed.

A piece of ground 450'x650' appears to be the minimum that would serve this purpose. The tremendous amount of snow, 12 feet and sometimes more, makes it necessary that buildings and driveways be laid out so that room is provided to pile up snow removed from driveways without piling it upon other buildings or facilities.

There is an ever present fire hazard in the storage of this type of equipment. We note that the State of Washington lost their headquarter's office and employee housing at Snoqualmie Pass last February. This was a rustic type frame structure which they estimate will cost them $100,00 to replace. Fireproof construction is desirable and, under present conditions, we believe it would cost very little more. Either reinforced concrete or block construction with metal roof is recommended. The adaptation of this type of building material to the rustic type of architecture desired by the Forestry Service may be difficult and may require considerable study before the Forest Service will grant us a Special Use Permit for the site under consideration.

I attach hereto (1) a sketch map showing the location of the new site, the present station, the Mt. Hood Loop Highway, and the new Timberline Road junction. (2) A sketch showing a possible layout of buildings and driveways on a 450'x650' area adjacent to the new junction.

The cost of developing such a station spread over a three-year period is estimated very roughly as follows:

	Total	1949	1950	1951
Grade, surface and oil driveways	$10,000	$3,000	$4,000	$3,000
Water system and light plant	5,000	3,000		2,000
Truck storage, 36'x168', 6048 @ 6	36,000		36,000	
Shop, 36'x96', 3456 @ 7	24,000	24,000		
Employee residences and garages, 4 @ 5,000	20,000	10,000		10,000
Dormitory restaurant, office and radio, 36'x44'	25,000			25,000
Sand storage shed, 60'x140'	10,000		10,000	
Totals	$130,000	$40,000	$50,000	$40,000

Revised

You will note that the sketch shows in color the portion of the development proposed for 1949-1950 and 1951. There is a considerable area in the southwest quarter of the tract where rock storage, barrel storage and possible future building requirements can be provided for.

In adopting this program of improvement, we will have available the present building at Government Camp for other use. The building may be sold, moved to another location such as Estacada, or possibly moved to provide additional storage at the proposed new headquarters at Government Camp.

Due to the high elevation, such construction as is done must be performed in the summer season. We should, at the earliest opportunity, obtain from the Forest Service officials, a Special Use Permit and approval of fireproof construction. With this approval and the approval of the Highway Commission, we should proceed to design and call bids for that portion of the development which it is planned to complete in 1949.

Very truly yours,

I. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.

Mr. W. W. Stiffler,

Dear Sir:

In this winter's operations at Government Camp, we employed an average of 25 men and operated eleven pieces of equipment including three snogos, three Walter trucks with plows, two Ford trucks with plows, one International truck with Baughman sander, one motor grader, and one Chev pickup.

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Our building also is a cause of concern, [redacted] and dissatisfaction on account of three circumstances:

First - The heavy load of snow must be removed from the front of the building to provide access to the doors. The load of snow cannot however, be removed from the back half of the roof and, consequently, there is an unbalanced thrust which is pushing the building out of line and racking the timbers so that in time complete failure could result.

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W.W.S. Copy

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We should anticipate, then, the need ~~of~~ for 50 men and 20 snow equipment units. The Forest Service has been using contractor's shacks located a little more than a mile east of Government Camp. These shacks are cheap and built of rough lumber and have little value, and in addition ~~as being~~ poorly located for our use. Another Forest Service building at the old Timberline Road junction will no doubt be retained by them as a base for their summer tourist and fire fighting operations.

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A study of our needs at this location appear to indicate the following facilities would be required.

1. Truck Storage -
    a. Cold storage - 14 bays
    b. Warm storage, including shop facilities - 6 bays
2. Four residences, garages, and woodsheds for employees.
3. Snow shed to facilitate sanding operations.
4. Combination building to consist of -
    Office and radio room, restaurant and kitchen, caretaker's apartment, showers and bunk rooms for employees.
5. Rock and oil storage space and space for future building if needed.

A piece of ground, 400'x600', appears to be the minimum that would serve this purpose. The tremendous amount of snow, 12 feet and some times more, makes it necessary that buildings and driveways be laid out so that room is provided to pile up snow removed from driveways without piling it upon other buildings or facilities.

156"

I attach [illegible] (1) a sketch map showing the location of the proposed ~~new~~ site, the present station, the Mt. Hood Loop Highway and the new Timberline Road junction; (2) a sketch showing a possible layout of buildings and driveways on a 400'x600' area adjacent to the new junction.

The cost of developing such a station spread over a three-year period is estimated very roughly as follows:

	Total	1949	1950	1951
Grade, surface and oil driveways	$10,000	$3,000	$4,000	$3,000
Water system and light plant	5,000	3,000		2,000
Truck storage, 36x168, 6048 □' @ $6	36,000		36,000	
Shop, 36x96, 3456 □' @ $7	24,000	24,000		
Employee Residences & Garage 4 @ $5000	20,000	10,000		10,000
Dormitory restaurant office and radio 36x44	25,000			25,000
Sand storage shed, 60x140	10,000		10,000	
Total	$130,000	$40,000	$50,000	$40,000

[redacted]

VED
FOR FILING

FORM E-30 15M 10-46 26667

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 11, 1949

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

L

Dear Sir:

Mr. DeFrance asked us to show the location of our present building at Government Camp and the location of other buildings in this block on the attached print. He also asked us to get this information to you at the Commission Meeting.

This is in connection with our proposal to abandon the present site in favor of the proposed new headquarters opposite the junction of the new Timberline Road and the Mt. Hood Highway.

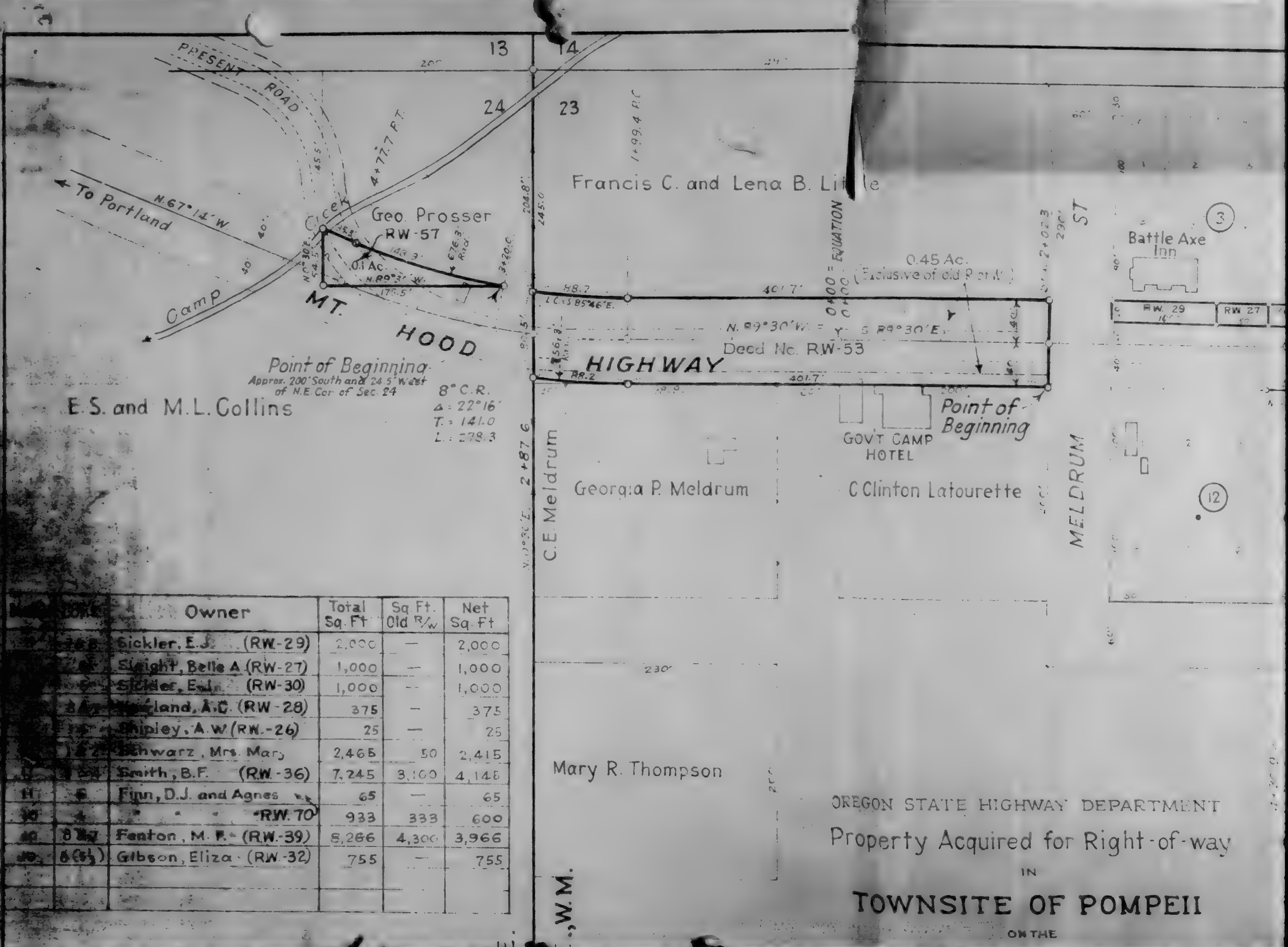
Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

Attach.

NOTED
W. W. STIFFLER


13
14
24
23
PRESENT ROAD
To Portland
N.67°14'W.
Camp
Creek
4+77.7 P.T.
1+99.4 P.C.
Geo. Prosser
RW-57
0.1 Ac.
N.89°30'W.
143.9
676.3 Rad.
3+20.0
175.5'
54.5
MT. HOOD
HIGHWAY
Point of Beginning
Approx. 200' South and 24.5' West of N.E. Cor. of Sec. 24
8° C.R.
Δ = 22°16'
T. = 141.0
L. = 278.3
E.S. and M.L. Collins
Francis C. and Lena B. Little
204.8'
245.0'
88.2
L.C.=S 85°46'E.
401.7'
0+00 = EQUATION
0+00
0.45 Ac.
(Exclusive of old R of W)
N.89°30'W. = S 89°30'E.
Deed No. RW-53
456.3 Rad.
88.2
401.7'
2+02.3
230'
ST
Point of Beginning
GOV'T CAMP HOTEL
C.E. Meldrum
N.0°30'E. 2+87.6
Georgia P. Meldrum
C Clinton Latourette
MELDRUM
Battle Axe Inn
③
RW. 29
RW 27
⑫
230'
Mary R. Thompson
W.M.

[illegible]	[illegible]	Owner	Total Sq. Ft	Sq. Ft. Old R/w	Net Sq. Ft
[illegible]	[illegible]	Sickler, E.J. (RW-29)	2,000	—	2,000
[illegible]	[illegible]	Sleight, Belle A (RW-27)	1,000	—	1,000
[illegible]	[illegible]	Sickler, E.J. (RW-30)	1,000	—	1,000
[illegible]	[illegible]	[illegible]land, A.C. (RW-28)	375	—	375
[illegible]	[illegible]	Shipley, A.W. (RW.-26)	25	—	25
[illegible]	[illegible]	Schwarz, Mrs. Mary	2,465	50	2,415
[illegible]	[illegible]	Smith, B.F. (RW.-36)	7,245	3,100	4,145
11	5	Finn, D.J. and Agnes	65	—	65
10	4	" " " RW. 70	933	333	600
10	8 & 7	Fenton, M.F. (RW.-39)	8,266	4,300	3,966
10	6(5½)	Gibson, Eliza (RW.-32)	755	—	755

OREGON STATE HIGHWAY DEPARTMENT

Property Acquired for Right-of-way

IN

TOWNSITE OF POMPEII

ON THE

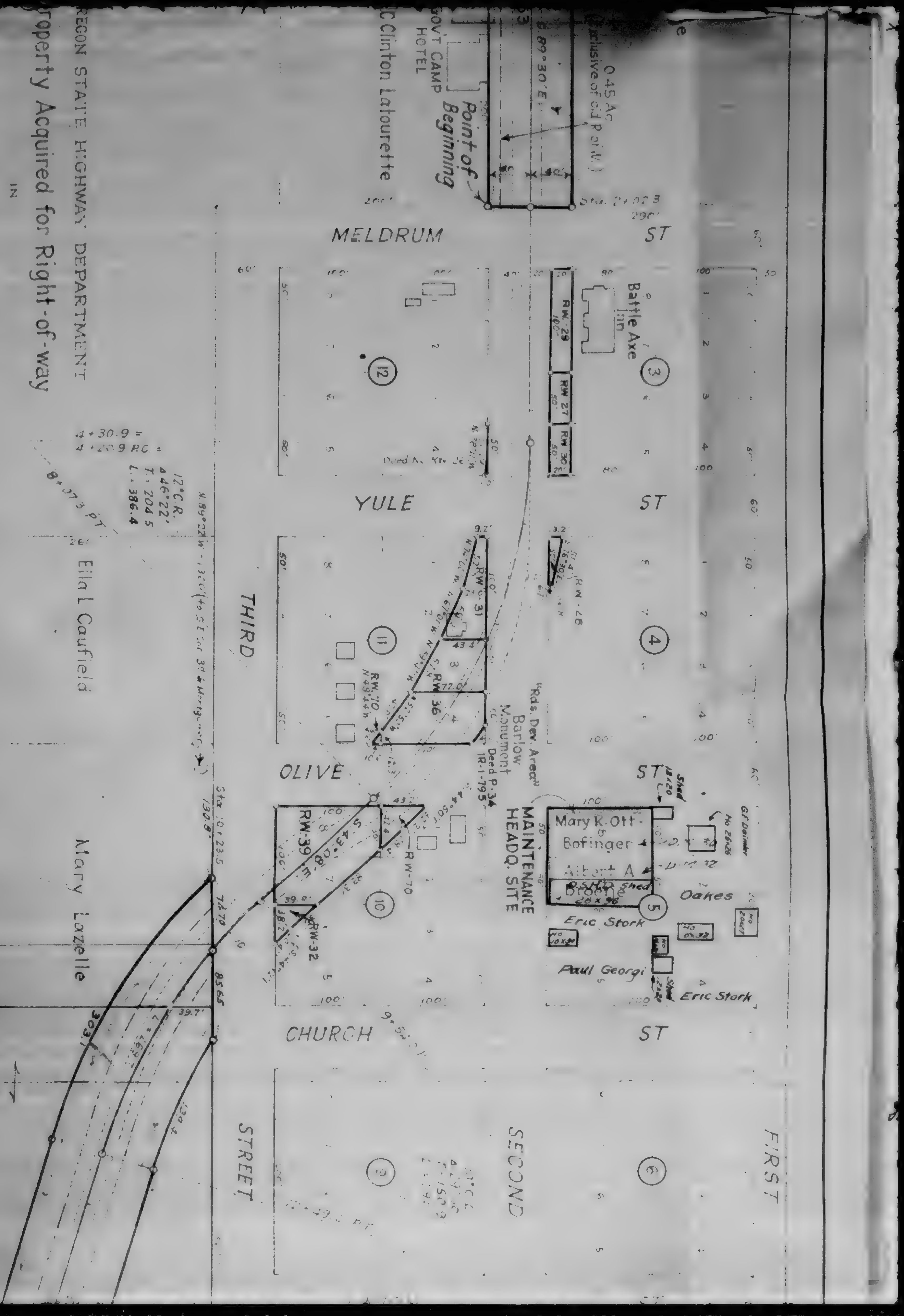
REGON STATE HIGHWAY DEPARTMENT

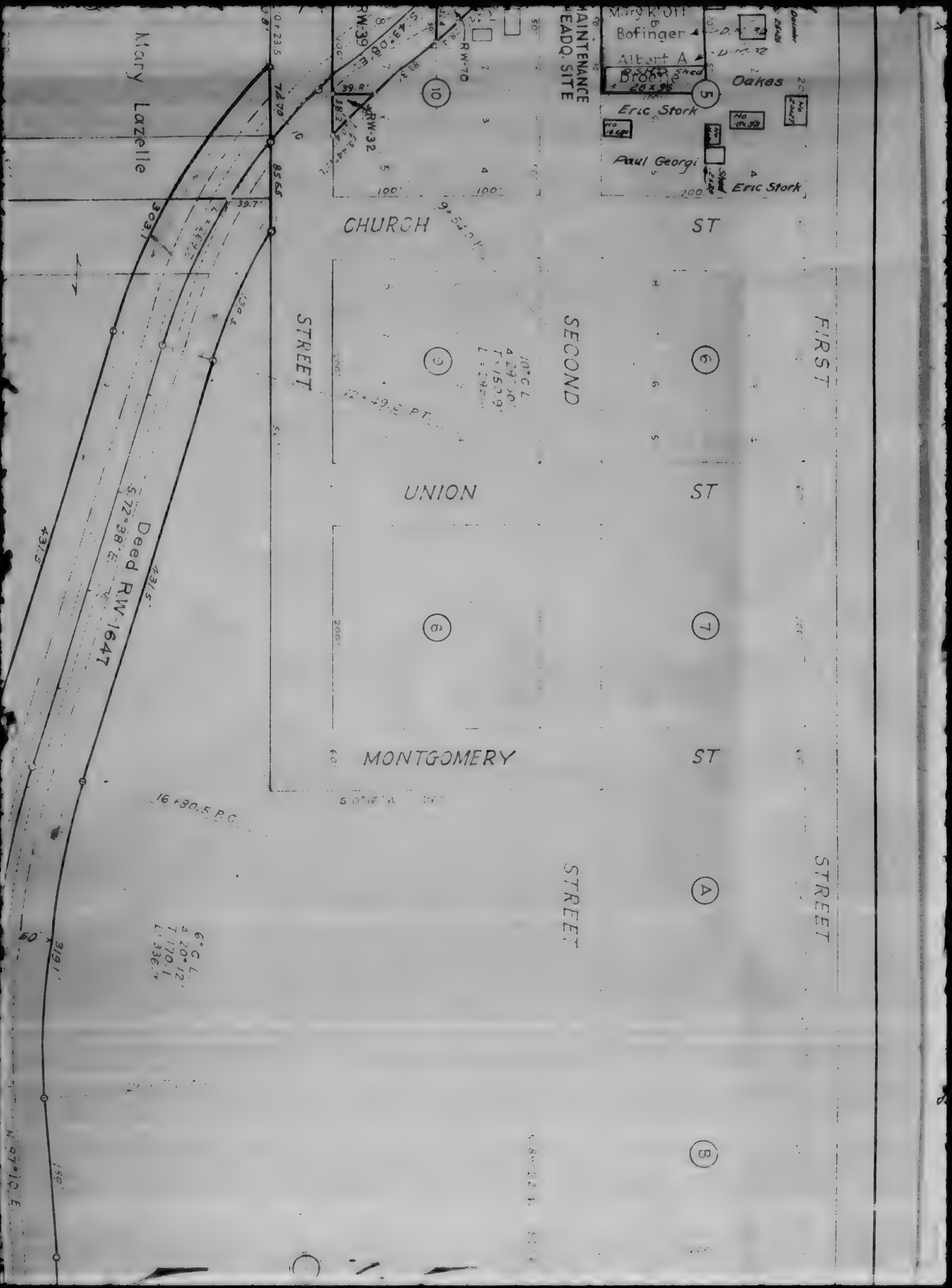
roperty Acquired for Right-of-way

IN

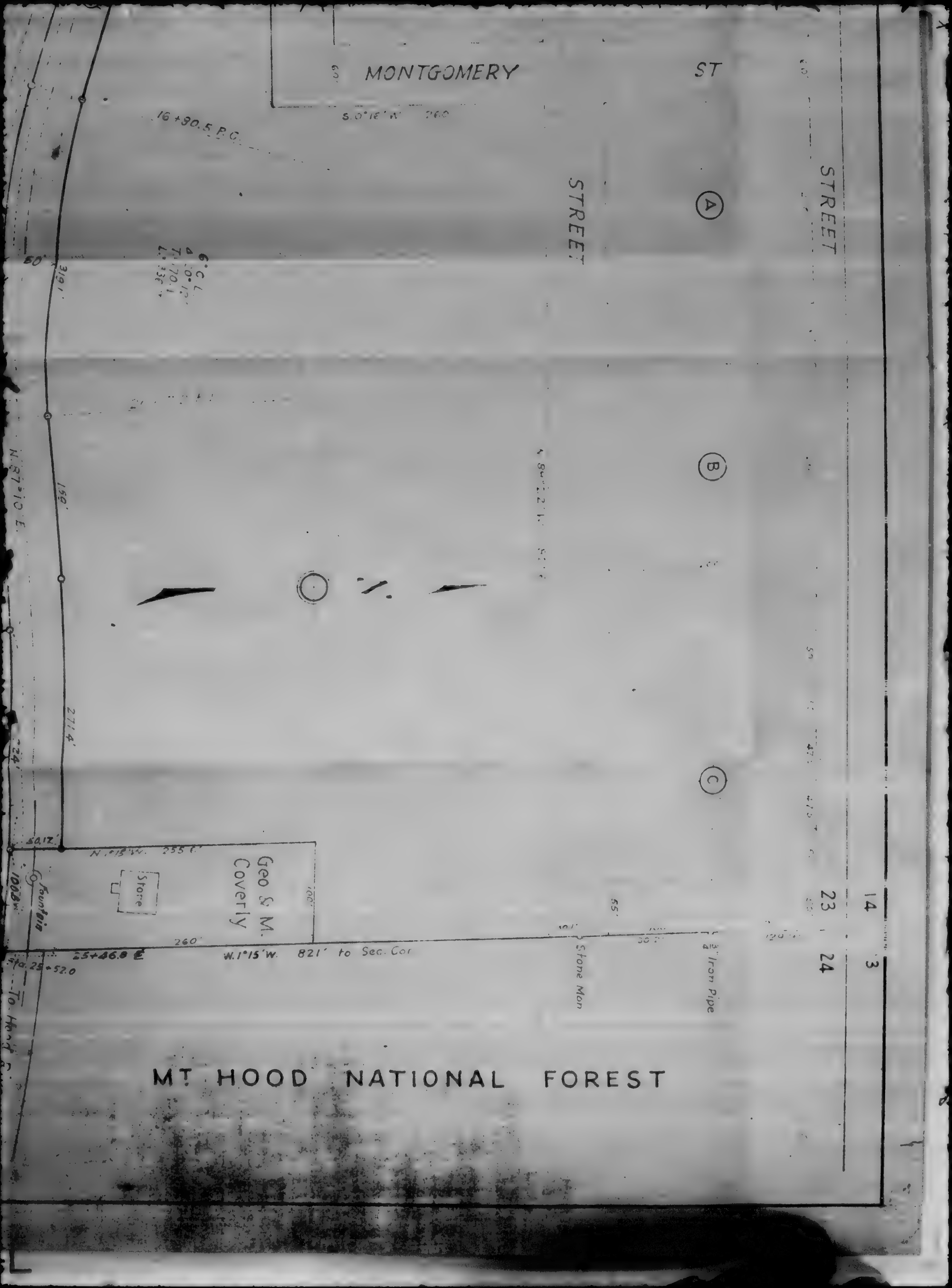
TOWNSITE OF POMPEII

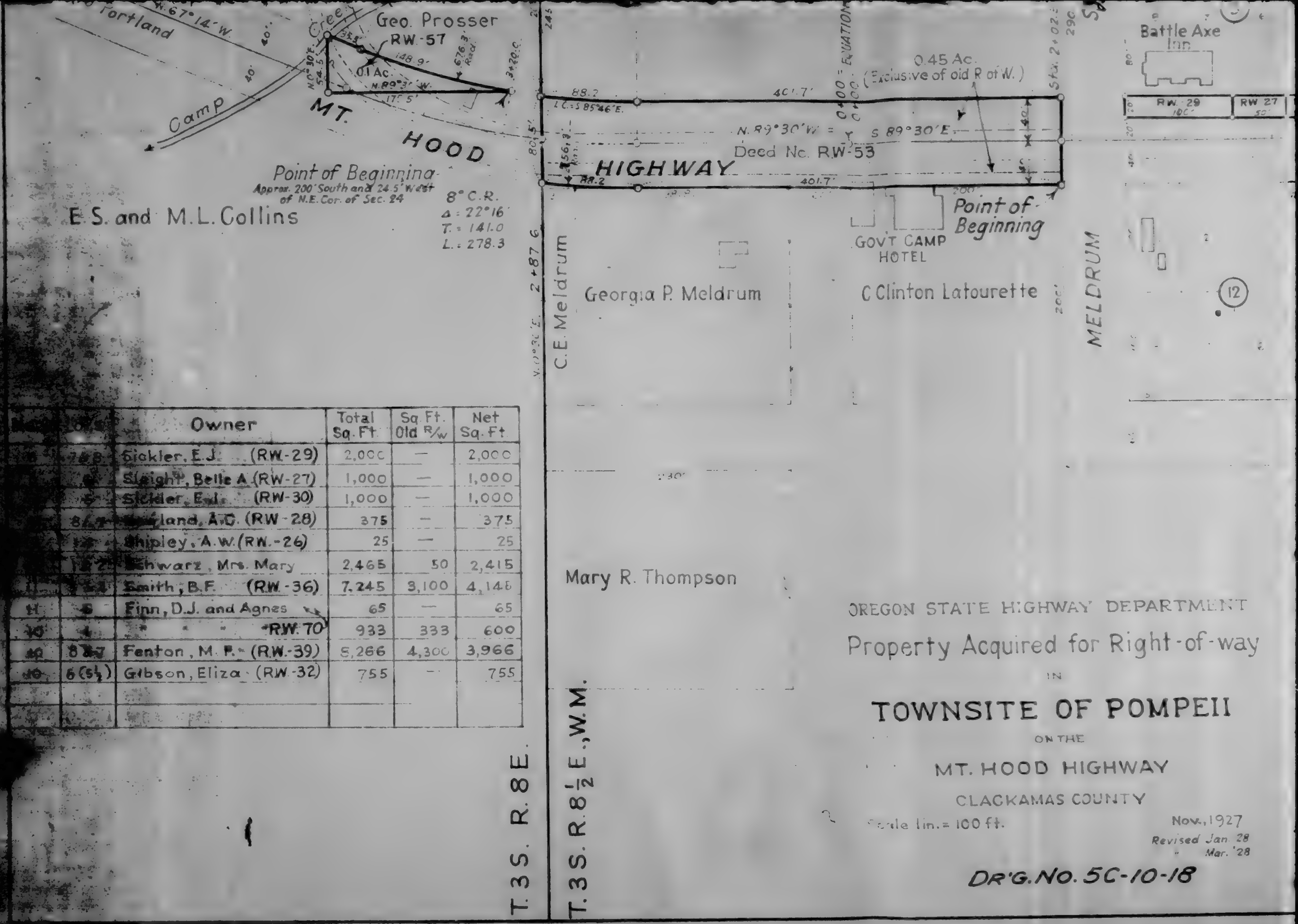
ON THE


0.45 Ac
(Exclusive of old R of W)
S 89°30'E
GOVT CAMP
HOTEL
C Clinton Latourette
Point of
Beginning
Sta. 2+07.3
MELDRUM
ST
Battle Axe
Inn
RW-29
RW 27
RW 30
Deed No. 26
12
3
YULE
ST
4+30.9 =
4+20.9 P.C.
12° C.R.
Δ 46°22'
T. 204.5
L. 386.4
8+07.3 PT
Ella L Caufield
THIRD
11
4
RW 31
RW 36
RW-28
RW-70
"Rds. Dev. Area"
Barlow
Monument
Deed P. 34
IR-1-795
OLIVE
ST
MAINTENANCE
HEADQ. SITE
Mary K. Ott-
Bofinger
Albert A
Broene
O.S.H.D. Shed
28 x 96
Shed
5
Oakes
Eric Stork
Paul Georgi
Eric Stork
Gf Daimler
Sta. 10+23.5
130.8'
RW-39
S 43°08'E
RW-32
RW-70
10
Mary Lazelle
39.7'
303.7
CHURCH
ST
STREET
SECOND
FIRST
9
6



Mary Lazelle
Mary K'Off
Bofinger
Albert A
Broer
OSHD Shed
28 x 98
Oakes
Eric Stork
Paul Georgi
Eric Stork
MAINTENANCE
HEADQ. SITE
RW-39
S 43°08' E
RW-70
RW-32
39.8'
39.7'
74.70
85.65
303.1'
10
CHURCH
ST
UNION
ST
MONTGOMERY
ST
STREET
SECOND
STREET
FIRST
STREET
10° C.L.
Δ 29°30'
T 150.9'
L 295
12+49.5 P.T.
16+80.5 P.C.
Deed R/W 1647
S 72°38' E
431.5'
431.5
6° C.L.
Δ 20°12'
T 170.1
L 336.7
60'
319.1'
N 87°10' E
150'
200'
100'
100'
200'
S 0°16' W


MONTGOMERY ST
S.0°18'W. 260
16+90.5 P.C.
STREET
STREET
Ⓐ
Ⓑ
Ⓒ
50'
319'
6° C L
Δ 0°10'
T 170.1
L 336
N.87°10'E.
190'
271.4'
50.12'
N.1°15'W. 255.6'
Geo & M. Coverly
Store
100'
260'
1008'W.
Fountain
25+46.8 E
W.1°15'W. 821' to Sec. Cor
Sta. 25+52.0
To Hood R.
55'
Stone Mon
3" Iron Pipe
14
23
24
3
MT HOOD NATIONAL FOREST


Portland
N.67°14'W.
40'
40'
Camp
Creek
Geo. Prosser
RW-57
0.1 Ac.
148.9'
676.3' Rad.
N.0°30'E. 54.5'
N.89°3' W.
177.5'
3+20.0
MT.
HOOD
Point of Beginning
Approx. 200' South and 24.5' West of N.E. Cor. of Sec. 24
8° C.R.
Δ = 22°16'
T. = 141.0
L. = 278.3
E.S. and M.L. Collins
N.0°30'E. 2+87.6
80.5'
88.2
L.C. = S.85°46'E.
56.3
401.7'
N.89°30'W. = S 89°30'E.
0+00 = EQUATION 0+00
0.45 Ac. (Exclusive of old R of W.)
40'
Sta. 2+02.3
290
HIGHWAY
Deed No. RW-53
401.7'
200'
Point of Beginning
GOV'T CAMP HOTEL
C.E. Meldrum
Georgia P. Meldrum
C Clinton Latourette
200'
MELDRUM
Battle Axe Inn
80'
20'
RW. 29 100'
RW 27 50'
12
Mary R. Thompson
T. 3 S. R. 8 E.
T. 3 S. R. 8½ E., W.M.

[illegible]	[illegible]	Owner	Total Sq. Ft.	Sq. Ft. Old R/W	Net Sq. Ft.
[illegible]	7&8	Sickler, E.J. (RW-29)	2,000	—	2,000
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[illegible]	5	Sickler, E.J. (RW-30)	1,000	—	1,000
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OREGON STATE HIGHWAY DEPARTMENT

Property Acquired for Right-of-way

IN

TOWNSITE OF POMPEII

ON THE

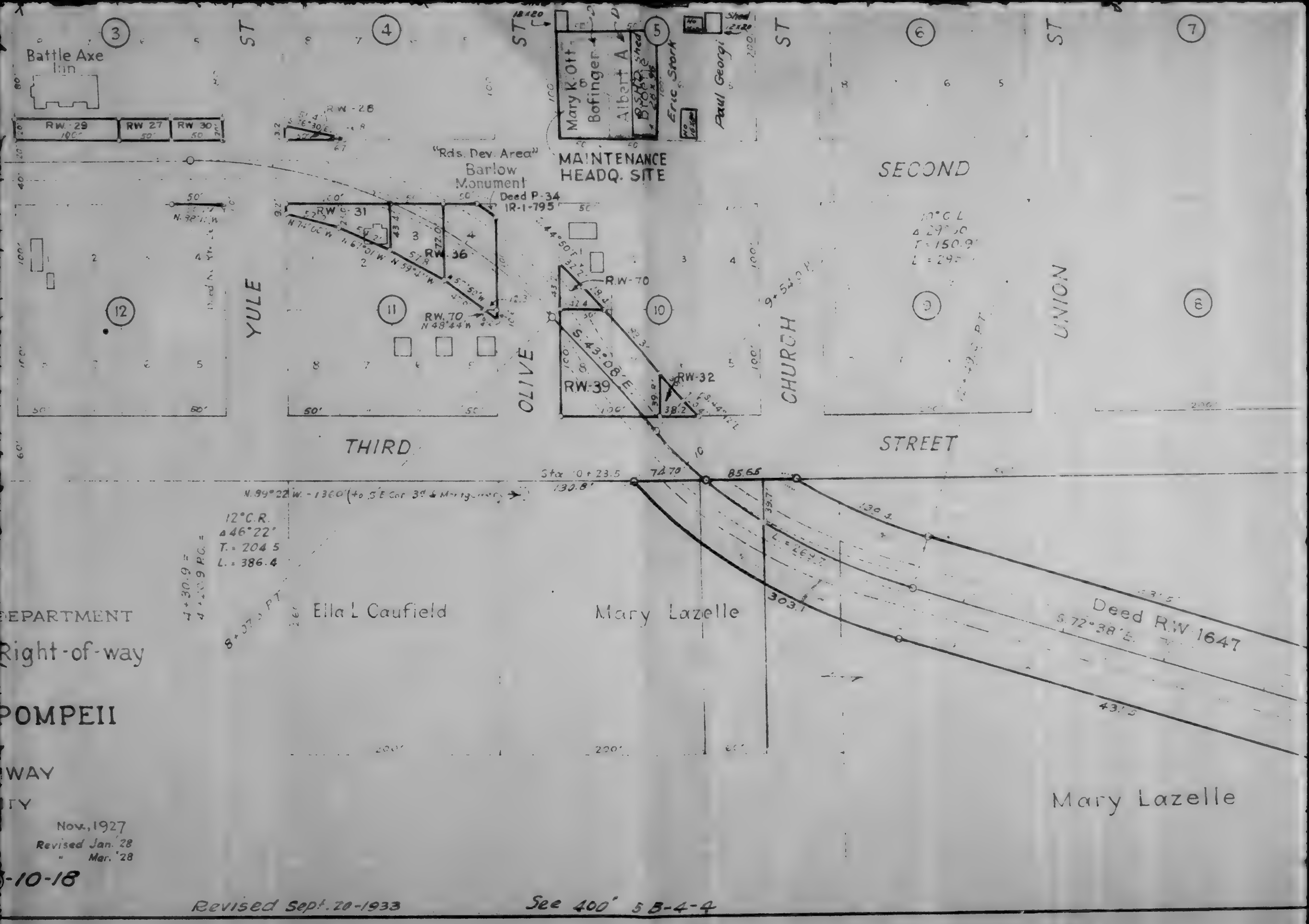
MT. HOOD HIGHWAY

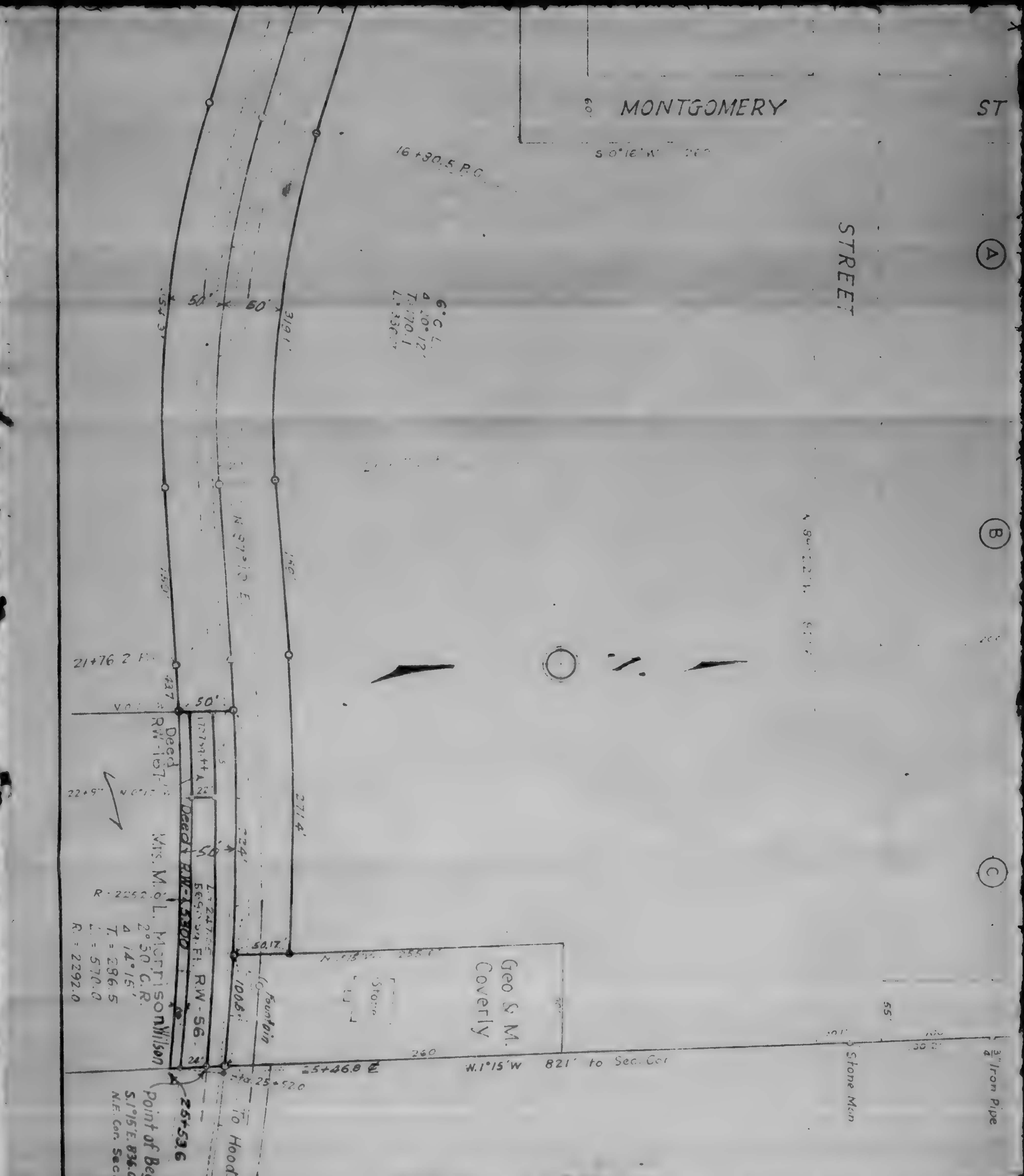
CLACKAMAS COUNTY

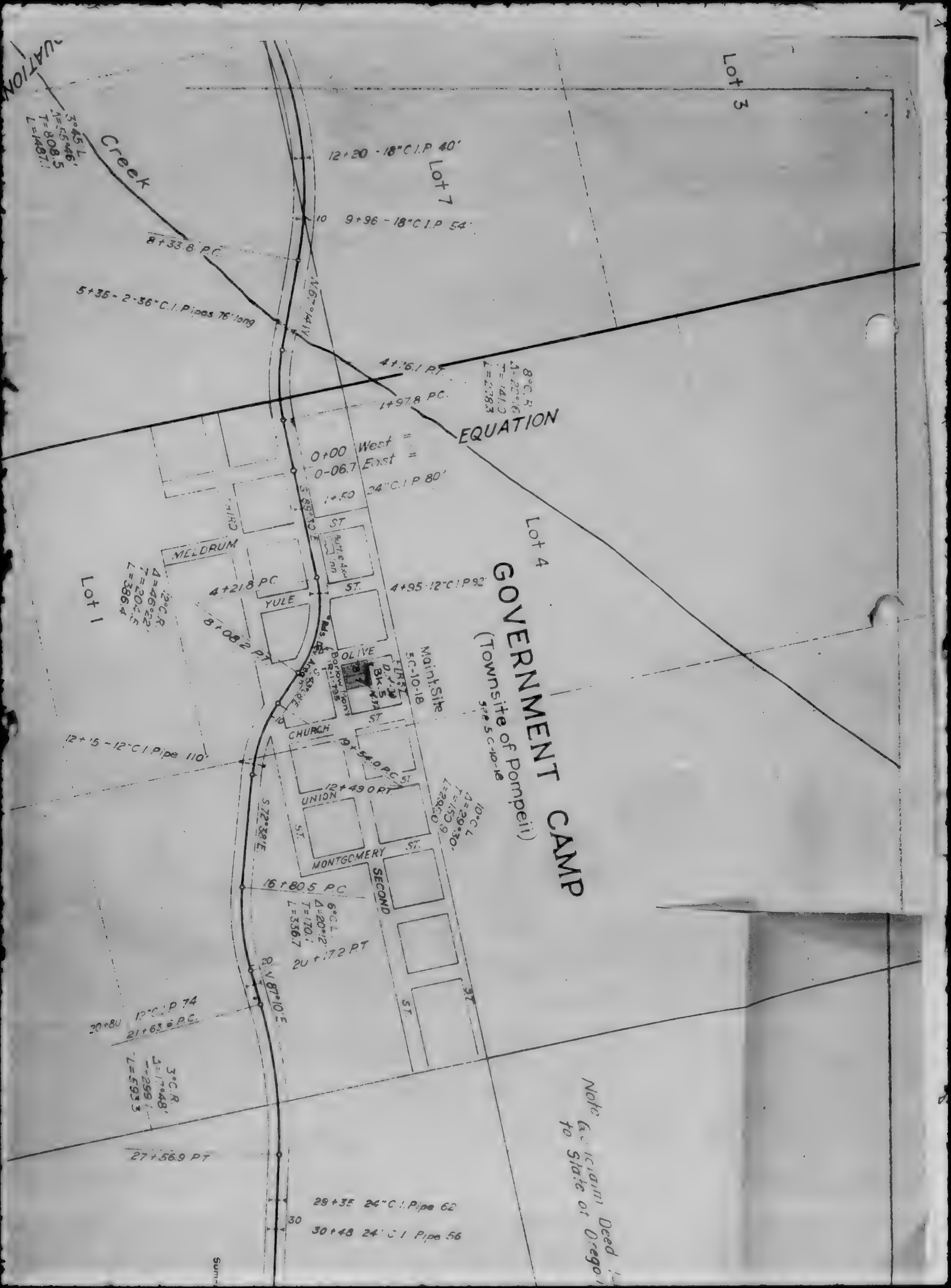
Scale 1in. = 100 ft.

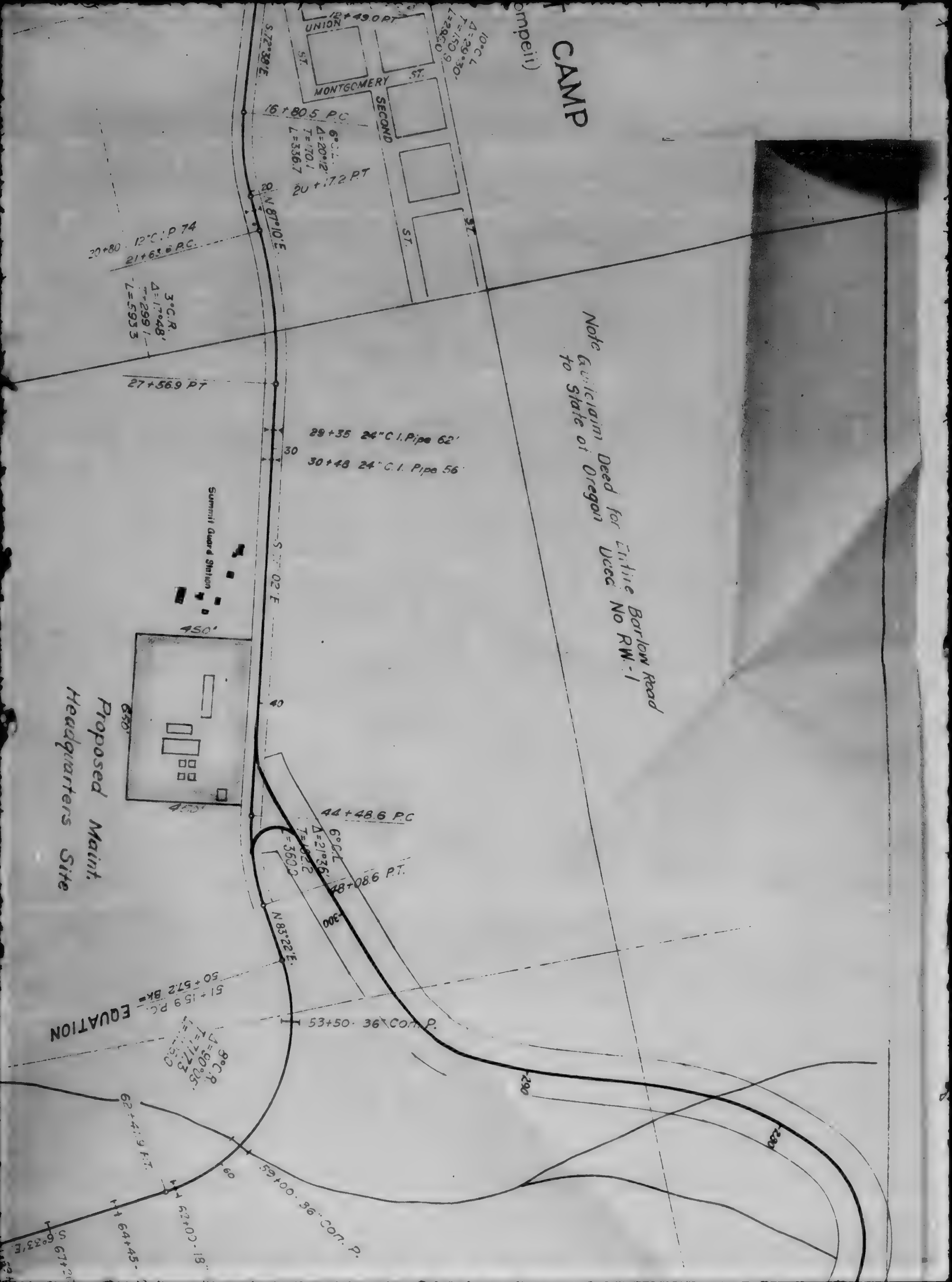
Nov., 1927
Revised Jan. '28
" Mar. '28

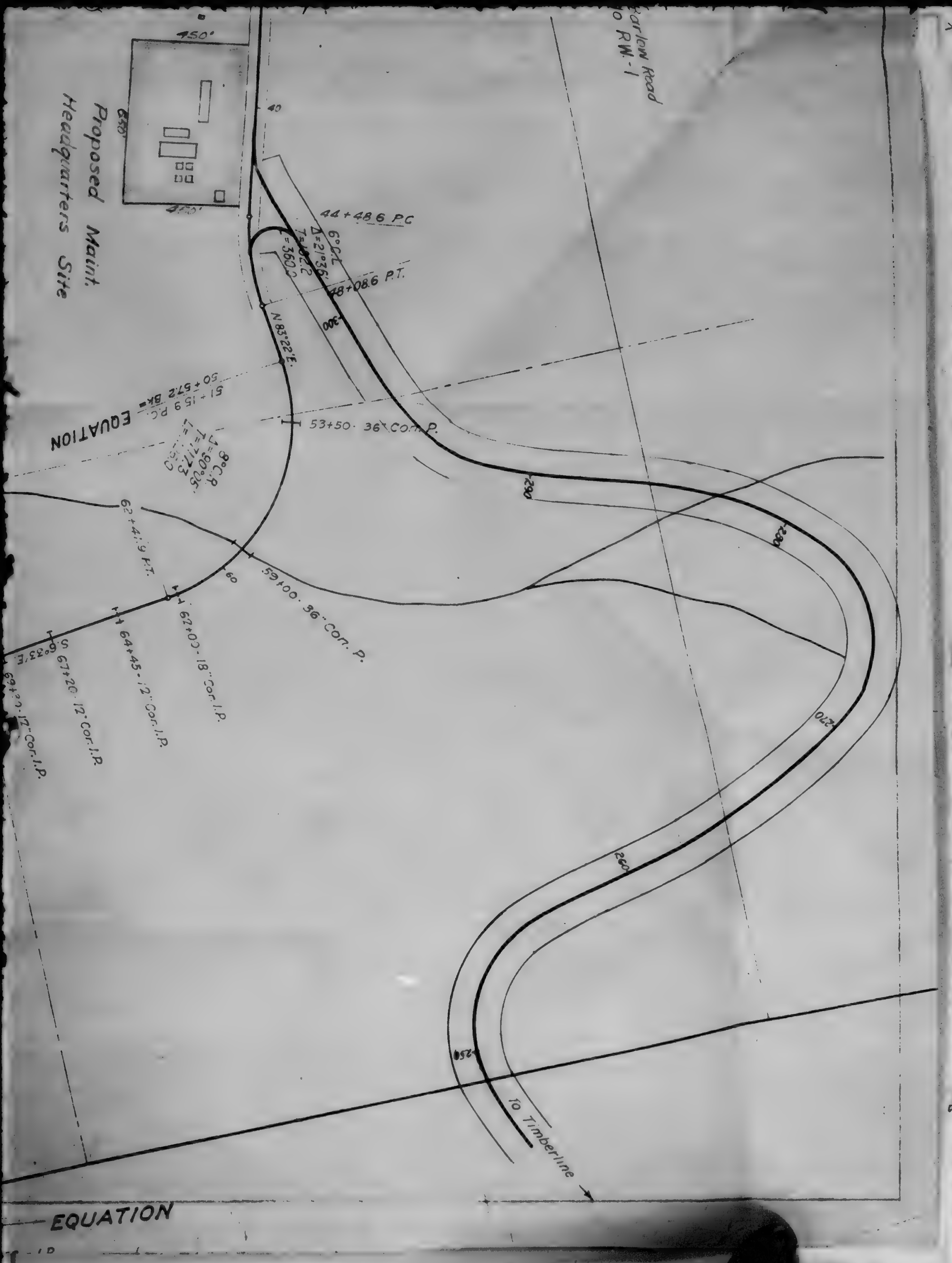
DR'G. NO. 5C-10-18

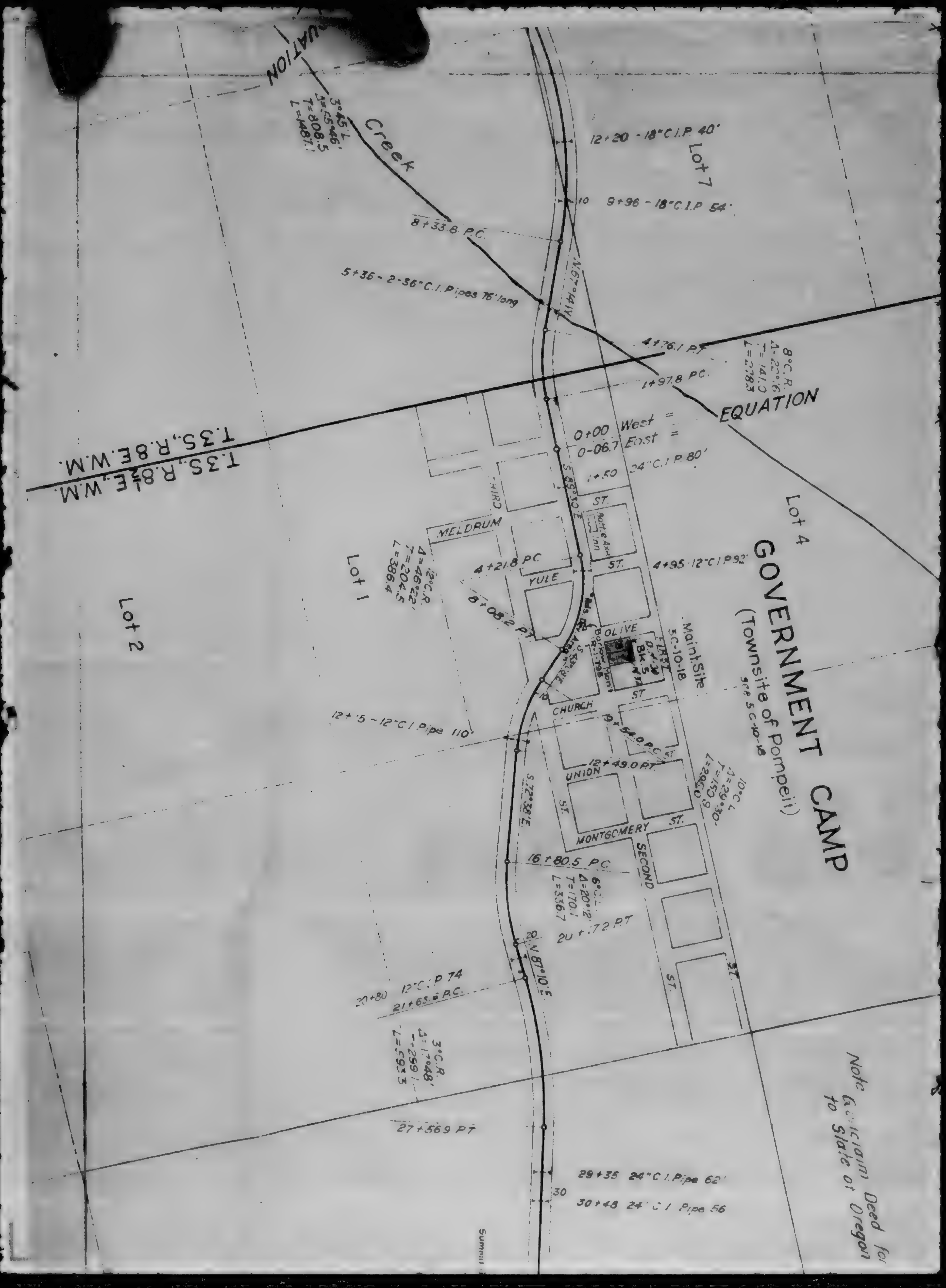

Battle Axe Inn
RW. 29
RW 27
RW 30
RW - 28
"Rds. Dev. Area"
Barlow Monument
Deed P. 34
1R-1-795
MAINTENANCE
HEADQ. SITE
Mary K. Ott - Bofinger
Albert A. Brophe
Shed
Eric Stork
Paul Georgi
Shed 12x20
ST
SECOND
ST
ST
YULE
OLIVE
CHURCH
UNION
THIRD
STREET
RW. 31
RW. 36
RW. 70
N 48°44' W
R.W-70
RW-39
S. 43°08' E.
RW-32
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
10°C.L.
Δ 29°50'
T = 150.9'
L = 295
Sta 10+23.5
130.8'
74.70
85.65
N. 89°22' W. - 1360' (to S.E. Cor. 3rd & Montgomery)
12°C.R.
Δ 46°22'
T. = 204.5
L. = 386.4
4+30.9 =
4+20.9 P.C. =
8+37.3 P.T.
303.1
L = 269.7
Deed R.W. 1647
S. 72°38' E.
43.5
130.3
Ella L Caufield
Mary Lazelle
Mary Lazelle
DEPARTMENT
Right-of-way
POMPEII
WAY
TY
Nov., 1927
Revised Jan. '28
" Mar. '28
-10-18
Revised Sept. 20-1933
See 400' 5B-4-4

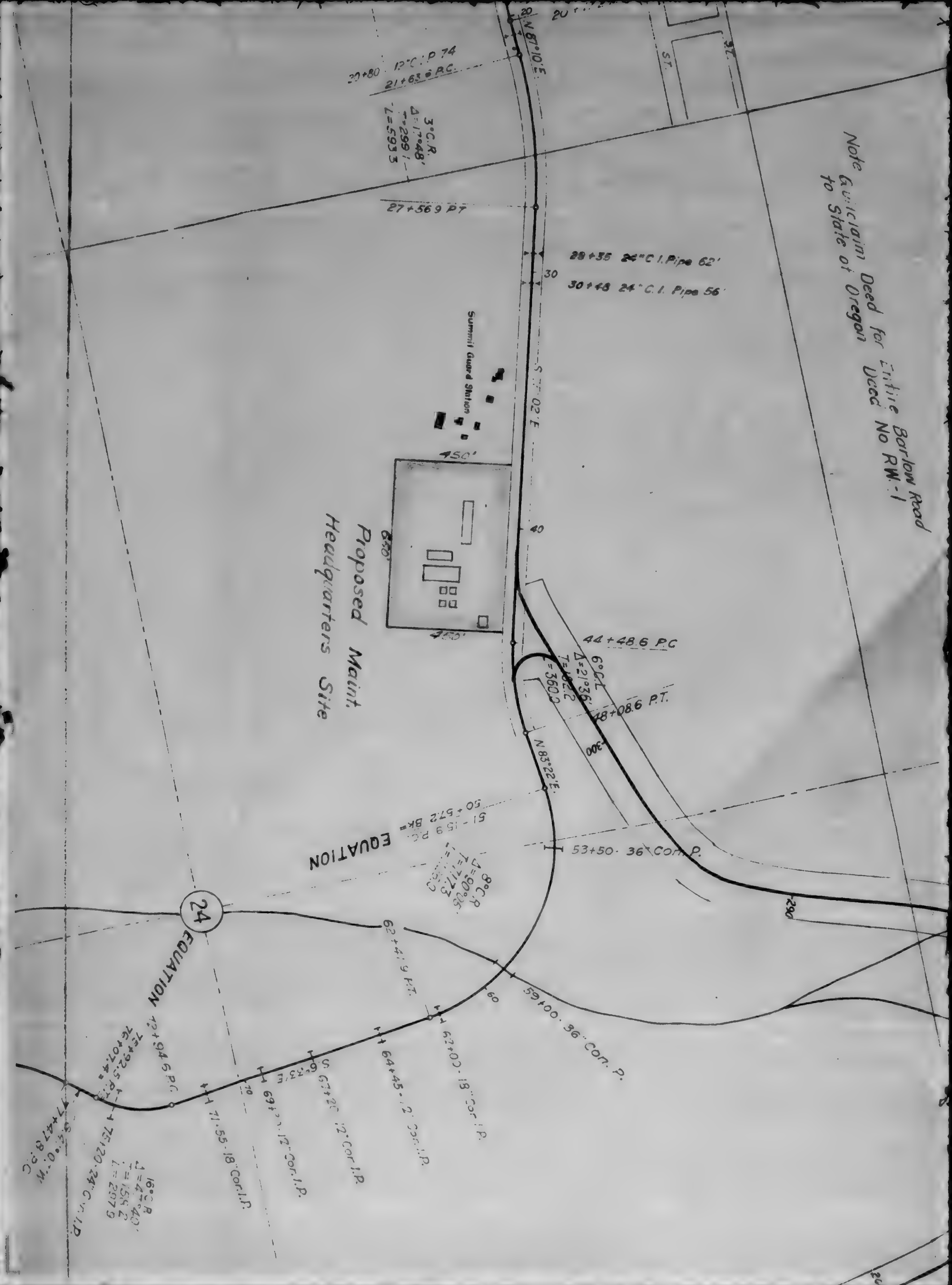

MONTGOMERY ST
16+30.5 P.C.
STREET
Ⓐ
Ⓑ
Ⓒ
50'
50'
319.1'
6° C.L.
T. 170.1
21+76.2
50'
Deed RW-167
Deed RW-5300
Mrs. M. L. Morrison Wilson
50'
R = 2252.0'
2° 50' C.R.
Δ 14°15'
T. = 286.5
L. = 570.0
R. = 2292.0
RW-56
271.4'
50.17'
100.6'
Fountain
Geo. & M. Coverly
Store
55'
260
25+46.8
W. 1°15' W 821' to Sec. Cor.
Sta. 25+52.0
25+53.6
Point of Beginning
S. 1°15' E. 836.0' from N.E. Cor. Sec.
To Hood River
Stone Mon.
3/4" Iron Pipe
40'
40'
27+46.2 P.T.
MT. HOOD NATIONAL FOREST


GOVERNMENT CAMP
(Townsite of Pompeii)
see 5C-10-18
Lot 3
Lot 7
Lot 4
Lot 1
Creek
EQUATION
UATION
3°45' L
Δ=55°46'
T=808.5
L=1487.1
12+20 - 18" C.I.P 40'
10
9+96 - 18" C.I.P 54'
8+33.8 P.C.
5+35 - 2-36" C.I. Pipes 76' long
N 6°41' W
4+76.1 P.T.
1+97.8 P.C.
8°C.R.
Δ=22°16'
T=141.0
L=278.3
0+00 West =
0-06.7 East =
1+50 24" C.I.P 80'
S 89°30' E
THIRD
ST.
MELDRUM
Butte Axe Inn
4+21.8 P.C.
YULE
ST.
4+95 12" C.I.P 92'
12°C.R.
Δ=46°22'
T=204.5
L=386.4
8+08.2 P.T.
OLIVE
FIRST
Maint. Site
5C-10-18
Borrow Point
Bk. 5
10
CHURCH
ST.
12+15 - 12" C.I. Pipe 110'
19+54.0 P.C.
ST.
12+49.0 P.T.
UNION
10°C.L
Δ=29°30'
T=150.9
L=295.0
S 72°38' E
ST.
MONTGOMERY
ST.
SECOND
16+80.5 P.C.
6°C.L
Δ=20°12'
T=170.1
L=336.7
20+17.2 P.T.
20
N 87°10' E
ST.
ST.
20+80 12" C.I.P 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299.1
L=593.3
27+56.9 P.T.
28+35 24" C.I. Pipe 62
30
30+48 24" C.I. Pipe 56
Note: Quitclaim Deed
to State of Orego
Sum

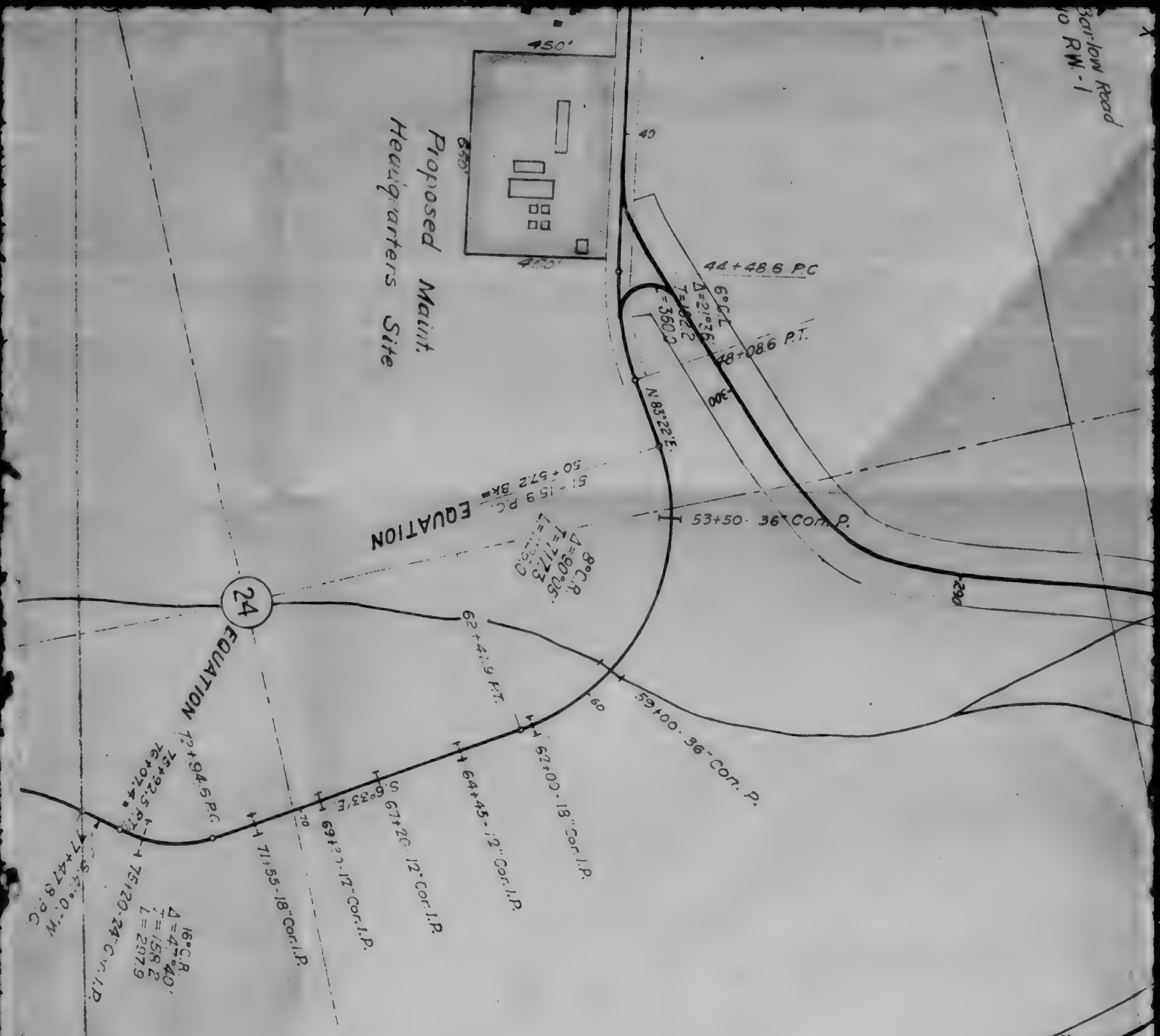

CAMP
ompeii)
12+49.0 P.T.
UNION
ST.
MONTGOMERY
ST.
SECOND
ST.
ST.
S.72°39'E.
10°C.L.
Δ=29°30'
T=150.9
16+80.5 P.C.
6°C.L.
Δ=20°12'
T=170.1
L=336.7
20+17.2 P.T.
N.87°10'E.
20+80 12"C.I.P 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299.1
L=593.3
27+56.9 P.T.
28+35 24"C.I. Pipe 62'
30
30+48 24"C.I. Pipe 56'
Summit Guard Station
02'E
450'
650'
450'
Proposed Maint. Headquarters Site
40
44+48.6 P.C.
6°C.L.
Δ=21°36'
T=192.2
L=360.0
48+08.6 P.T.
300
N 83°22'E.
50+57.2 Bk=
51+15.9 P.C.
EQUATION
53+50 36" Corr. P.
9°C.R.
Δ=90°05'
290
280
60
59+00 36" Corr. P.
62+00 18"
64+45
S.6°33'E.
67+20
Note Quitclaim Deed for Entire Barlow Road to State of Oregon Deed No RW-1

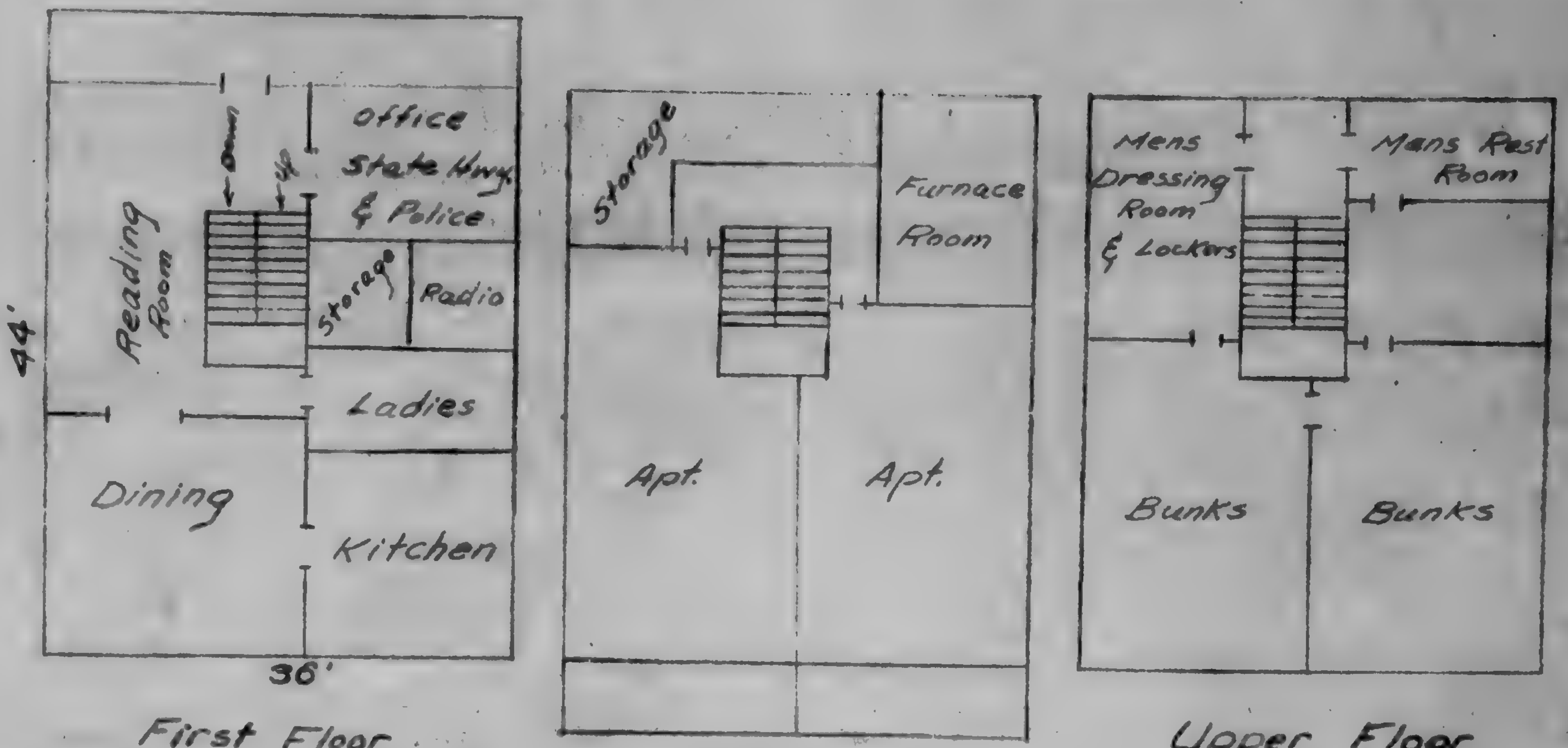

450'
Proposed Maint. Headquarters Site
...arlow Road
...o R.W.-1
40
44+48.6 P.C
6°C.L.
Δ=21°36'
T=...2
=360...
48+08.6 P.T.
300
N 83°22' E.
50+57.2 Bk= 51+15.9 P.C.
EQUATION
9°C.R.
Δ=90°05'
T=717.3
L=1...
53+50 · 36" Corr. P.
290
280
270
260
250
62+4..9 P.T.
60
59+00 · 36" Corr. P.
62+00 · 18" Corr. I.P.
64+45 · 12" Corr. I.P.
S 6°33' E
67+20 · 12" Corr. I.P.
69+20 · 12" Corr. I.P.
To Timberline
EQUATION


EQUATION
3°45' L.
Δ=55°46'
T=808.5
L=1487.
Creek
12+20 - 18"C.I.P. 40'
Lot 7
10
9+96 - 18"C.I.P. 54'
8+33.8 P.C.
5+36 - 2-36"C.I. Pipes 76' long
N.67°41'W.
4+76.1 P.T.
8°C.R.
Δ=22°16'
T=141.0
L=278.3
1+97.8 P.C.
EQUATION
T.3S.,R.8E.W.M.
T.3S.,R.8½E.W.M.
0+00 West =
0-06.7 East =
1+50 24"C.I.P. 80'
Lot 4
S.85°30'E.
ST.
CHURCH
MELDRUM
Battle Ax Inn
ST.
4+95 12"C.I.P. 92'
GOVERNMENT CAMP
(Townsite of Pompeii)
see 5C-10-18
Lot 1
Lot 2
12°C.R.
Δ=46°22'
T=204.5
L=386.4
4+21.8 P.C.
YULE
8+08.2 P.T.
OLIVE
FIRST
Bk.5
Maint. Site
5C-10-18
ST.
CHURCH
10
12+15 - 12"C.I. Pipe 110'
10+54.0 P.C.
ST.
12+49.0 P.T.
UNION
ST.
10°C.L.
Δ=29°30'
T=150.9
L=295.0
S.72°38'E.
MONTGOMERY
ST.
SECOND
16+80.5 P.C.
6°C.L.
Δ=20°12'
T=170.1
L=336.7
20+17.2 P.T.
20
N.87°10'E.
ST.
ST.
20+80 12"C.I.P. 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299.1
L=593.3
27+56.9 P.T.
28+35 24"C.I. Pipe 62'
30
30+48 24"C.I. Pipe 56
Note Government Deed for to State of Oregon
Summit



20
N 87°10'E.
30+80 12" C.I.P 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299'
L=593.3
27+56.9 P.T.
28+35 24" C.I. Pipe 62'
30
30+48 24" C.I. Pipe 56'
ST.
Note: Quitclaim Deed for Entire Barlow Road to State of Oregon Deed No RW-1
Summit Guard Station
450'
40
Proposed Maint. Headquarters Site
44+48.6 P.C
6°C.L
Δ=21°36'
T=182.2
=360.0
48+08.6 P.T.
300
N 83°22'E.
51+15.9 P.C.
50+57.2 BK=
EQUATION
8°C.R.
Δ=90°05'
T=717.3
53+50 36" Corr. P.
290
24
EQUATION
62+41.9 P.T.
60
59+00 36" Corr. P.
62+00 18" Corr. I.P.
64+45 12" Corr. I.P.
67+20 12" Corr. I.P.
S 67°33'E
69+ 12" Corr. I.P.
70
71+55 18" Corr. I.P.
72+94.6 P.C.
75+92.5 P.T.
76+07.4=
75+20 24" C.I.P.
16°C.R.
Δ=47°40'
T=158.2
L=297.9
77+47.8 P.C.
N 3°0'W
200


Barlow Road
To RW-1
450'
650'
Proposed Maint.
Headquarters Site
40
44+48.6 P.C
6°C.L.
Δ=21°36'
T=182.2
L=360.0
48+08.6 P.T.
N 83°22'E.
300
50+57.2 Bk=
51+15.9 P.C.
EQUATION
8°C.R.
Δ=90°05'
T=717.3
53+50 36" Corr. P.
290
24
EQUATION
62+41.9 P.T.
60
59+00 36" Corr. P.
62+00 18" Cor. I.P.
64+45 12" Cor. I.P.
S 6°33'E
67+20 12" Cor. I.P.
69+?? 12" Cor. I.P.
70
71+55 18" Cor. I.P.
72+94.6 P.C.
75+92.5 P.T.
76+07.4
74+47.8 P.C.
S 5°0'W
75+20 24" Cor. I.P.
16°C.R.
Δ=47°40'
T=158.2
L=297.9
260
250
To Timberline
EQUATION
110
110+61.2 P.T. =
110+39.0 =
18" Cor. I.P. 110+68
T.3
T.3

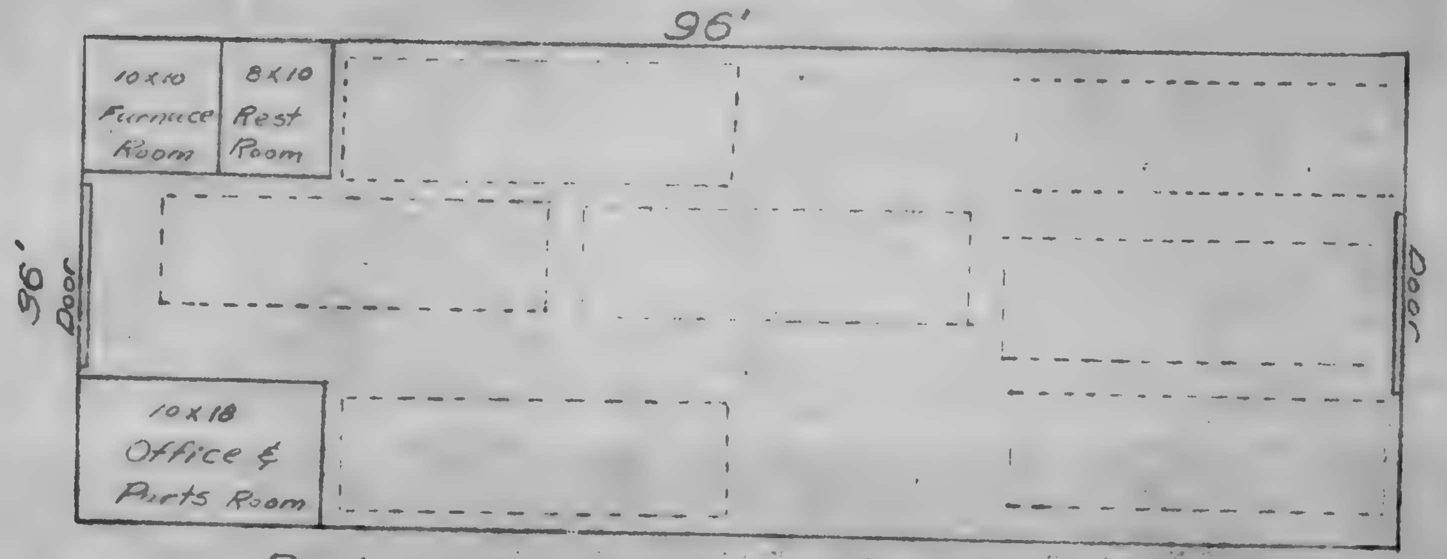

Office
State Hwy. & Police
Down
Up
Reading Room
Storage
Radio
44'
Ladies
Dining
Kitchen
36'
Storage
Furnace Room
Apt.
Apt.
Mens Dressing Room & Lockers
Mans Rest Room
Bunks
Bunks

First Floor
Front at ground level

Lower Floor
Back at ground level

Upper Floor

Preliminary Study - Combination Hdq. Bldg.
Office, Radio Room
Restaurant, Kitchen
Caretakers Apts., Showers and
Employee Bunk Rooms

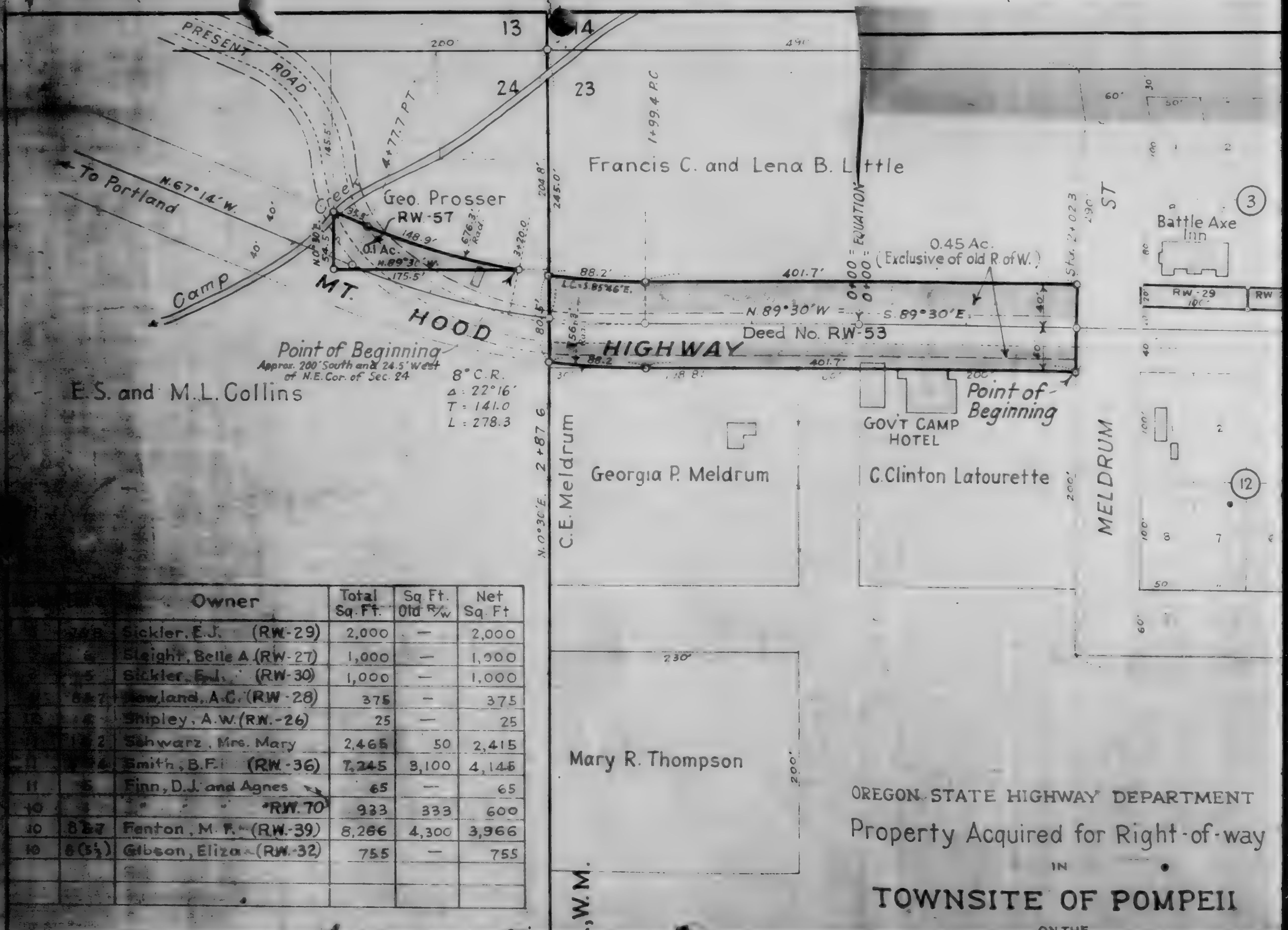

96'
10x10 Furnace Room
8x10 Rest Room
96'
Door
Door
10x18 Office & Parts Room

Preliminary Study - Proposed Shop.

Reinforced concrete or Block walls.
Metal roof - insulated metal ceiling
to facilitate heating. 12' clear to
ceiling. 14' upliff door front & back.

SPECIAL BLDGS.
PROPOSED MT. HOOD
MAINT. STATION
scale: 1" = 16'

5-11-49


13
14
24
23
200'
490'
PRESENT ROAD
145.5'
4+77.7 PT
1+99.4 P.C
To Portland
N.67°14'W.
40'
40'
Camp Creek
Geo. Prosser
RW-57
0.1 Ac.
148.9'
676.3' Rad.
N.89°30'W.
175.5'
N.0°30'E.
54.5'
3+20.0
204.8'
245.0'
MT. HOOD HIGHWAY
80.5'
88.2'
88.2
L.C.-S.85°46'E.
156.3' Rad.
401.7'
401.7'
N.89°30'W. = S.89°30'E.
Deed No. RW-53
0+00 = EQUATION
0+00 = EQUATION
0.45 Ac.
(Exclusive of old R. of W.)
40'
40'
Sta. 2+02.3
290'
200'
Point of Beginning
Point of Beginning
Approx. 200' South and 24.5' West of N.E. Cor. of Sec. 24
8° C.R.
Δ: 22°16'
T: 141.0
L: 278.3
N.0°30'E. 2+87.6
Francis C. and Lena B. Little
E.S. and M.L. Collins
C.E. Meldrum
Georgia P. Meldrum
C. Clinton Latourette
GOV'T CAMP HOTEL
Mary R. Thompson
230'
200'
MELDRUM ST
Battle Axe Inn
RW-29
RW
③
⑫
60'
30'
50
100'
.., W.M.

OREGON STATE HIGHWAY DEPARTMENT

Property Acquired for Right-of-way

IN

TOWNSITE OF POMPEII

ON THE

[illegible]	[illegible]	Owner	Total Sq. Ft.	Sq. Ft. Old R/W	Net Sq. Ft.
[illegible]	7&8	Sickler, E.J. (RW-29)	2,000	—	2,000
[illegible]	6	Sleight, Belle A. (RW-27)	1,000	—	1,000
[illegible]	5	Sickler, Ed. (RW-30)	1,000	—	1,000
[illegible]	8&7	Rowland, A.C. (RW-28)	375	—	375
[illegible]	4	Shipley, A.W. (RW.-26)	25	—	25
[illegible]	1&2	Schwarz, Mrs. Mary	2,465	50	2,415
11	[illegible]	Smith, B.F. (RW-36)	7,245	3,100	4,145
11	5	Finn, D.J. and Agnes	65	—	65
10	3	" " " *RW. 70	933	333	600
10	8&7	Fenton, M.F. (RW-39)	8,266	4,300	3,966
10	8(5½)	Gibson, Eliza (RW-32)	755	—	755

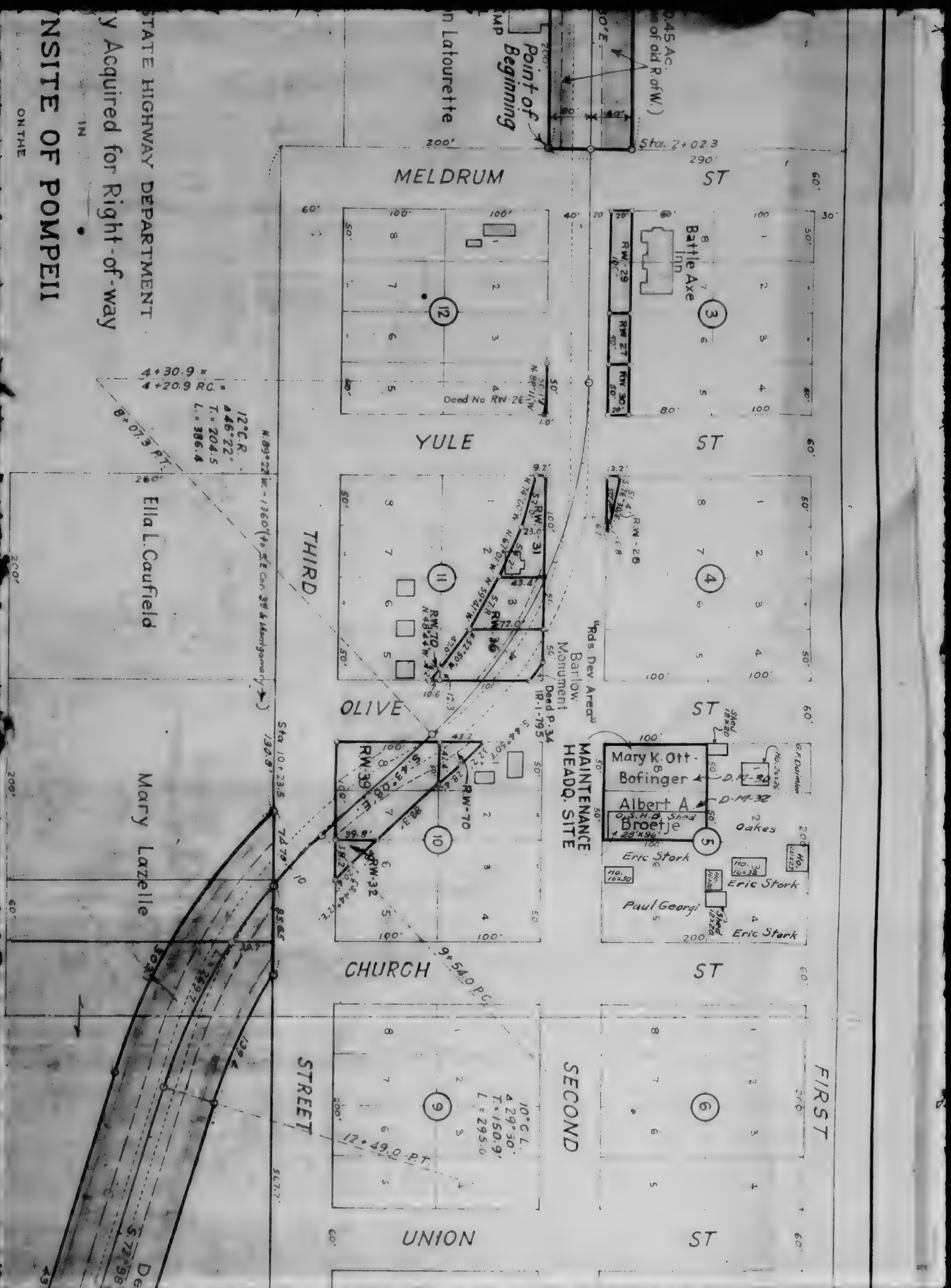
STATE HIGHWAY DEPARTMENT

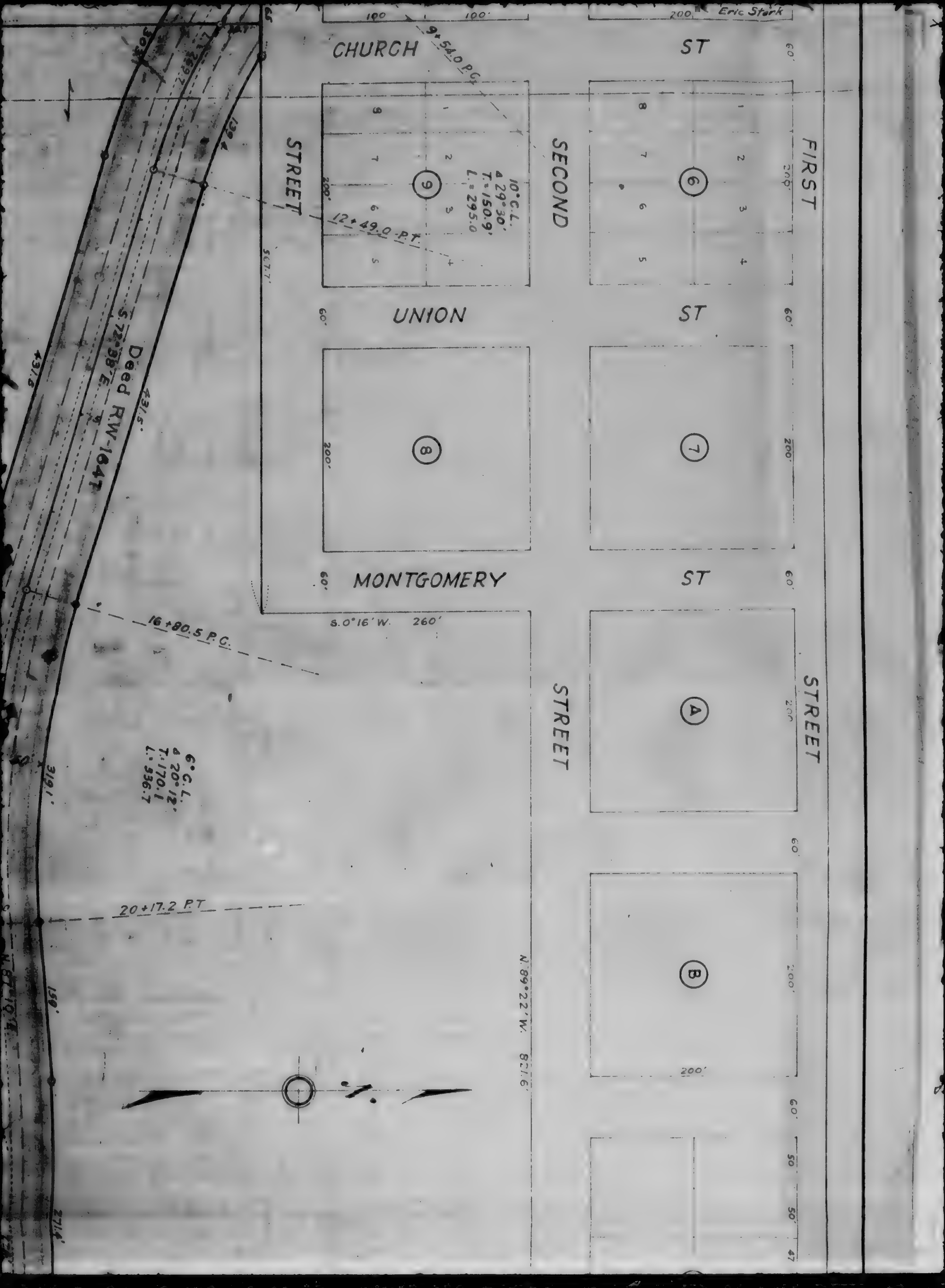
y Acquired for Right-of-way

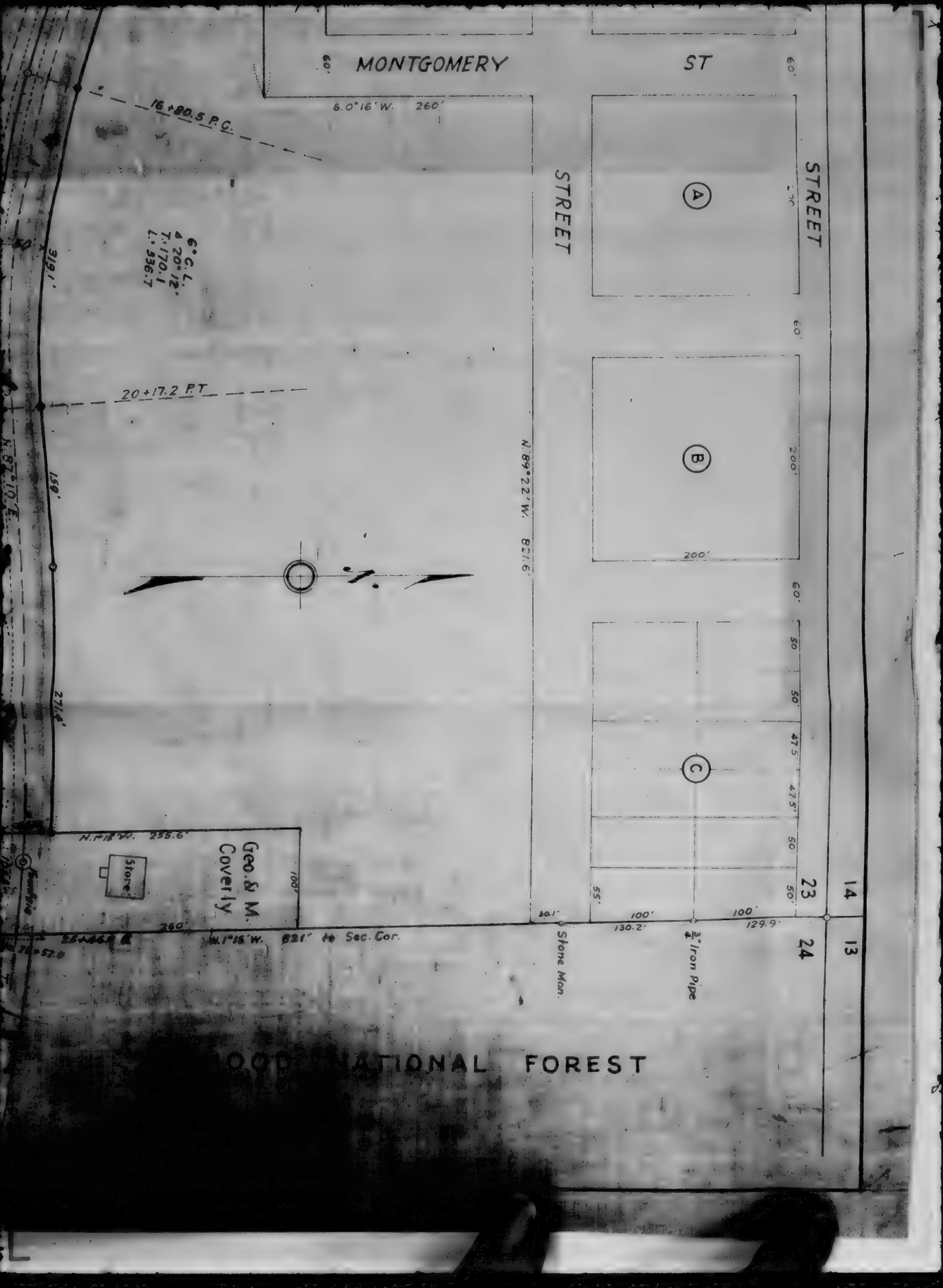
IN

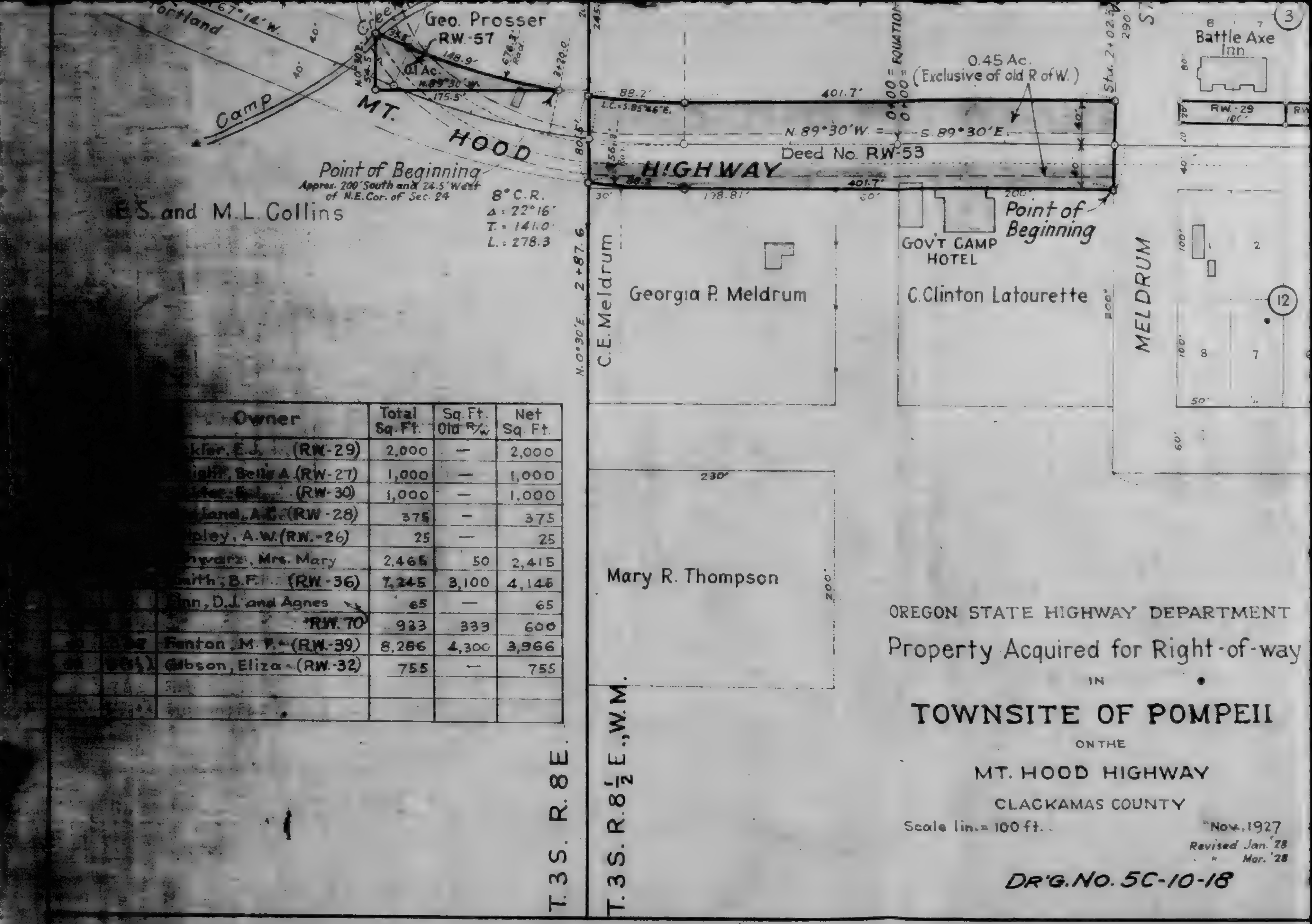
NSITE OF POMPEII

ON THE


0.45 Ac.
of old R. of W.)
Point of Beginning
n Latourette
Sta. 2+02.3
MELDRUM ST
Battle Axe Inn
RW-29
RW-27
RW-30
Deed No RW-26
YULE ST
THIRD
RW-31
RW-36
RW-70
RW-28
"Rds. Dev. Area"
Barlow Monument
Deed P. 34 1P. 1-795
OLIVE ST
MAINTENANCE HEADQ. SITE
Mary K. Ott-Bofinger
Albert A. Broetje
O.S.H.B. Shed 28'x96'
D-M-30
D-M-32
Oakes
Eric Stork
Paul Georgi
RW-39
RW-32
4+30.9 = 4+20.9 RC.
8+07.3 P.T.
12°C.R. Δ46°22' T.=204.5 L.=386.4
N.89°22'W.-1360' (to SE Cor. 3rd & Montgomery)
Ella L. Caufield
Mary Lazelle
Sta 10+23.5
9+54.0 P.C.
CHURCH ST
STREET
SECOND
FIRST
10°C.L. Δ29°30' T.=150.9' L.=295.0
12+49.0 P.T.
UNION ST
S.72°98' De
1
2
3
4
5
6
7
8
9
10
11
12


Eric Stark
100
100
200
9+54.0 P.C.
CHURCH
ST
60'
FIRST
SECOND
STREET
STREET
9
6
10°C.L.
∆ 29°30'
T.=150.9'
L.=295.0
12+49.0 P.T.
1
2
3
4
5
6
7
8
9
200'
567.7'
UNION
ST
60'
8
7
200'
MONTGOMERY
ST
60'
S.0°16'W. 260'
16+80.5 P.C.
A
B
STREET
STREET
Deed RW-164T
S.72°38'E.
431.5
431.5'
199.4
305
6°C.L.
∆ 20°12'
T.=170.1
L.=336.7
319.1'
20+17.2 P.T.
N.87°10'E.
150'
271.4'
N.89°22'W. 821.6'
60'
50'
50'
47


MONTGOMERY ST
60'
S.0°16'W. 260'
16+80.5 P.C.
STREET
STREET
A
6° C.L.
Δ 20°12'
T. 170.1
L. 336.7
319.1'
60'
20+17.2 P.T
N.87°10'E.
158'
N.89°22'W. 821.6'
B
200'
200'
60'
50
50
47.5
C
47.5'
50
50
271.6'
N.1°15'W. 255.6'
Store
Geo. & M. Coverly
100'
260'
55'
30.1'
100'
100'
130.2'
129.9'
23
14
24
13
N.1°15'W. 821' to Sec. Cor.
26+52.0
Stone Mon.
3/4" Iron Pipe
OOD NATIONAL FOREST


Portland
67°14' W.
40'
40'
Creek
Camp
Geo. Prosser
RW-57
148.9'
676.3' Rad.
3+20.0
.01 Ac.
N.89°30' W.
175.5'
54.5
MT. HOOD HIGHWAY
Point of Beginning
Approx. 200' South and 24.5' West of N.E. Cor. of Sec. 24
E.S. and M.L. Collins
8° C.R.
Δ = 22°16'
T. = 141.0
L. = 278.3
N.0°30'E. 2+87.6
80.5'
88.2'
L.C. = S.85°46'E.
56.8' Rad.
401.7'
N.89°30'W. = S.89°30'E.
Deed No. RW-53
0+00 = EQUATION
0+00 =
0.45 Ac.
(Exclusive of old R of W.)
40'
40'
Sta. 2+02.3
290
Point of Beginning
30'
178.81'
50'
200'
C.E. Meldrum
Georgia P. Meldrum
GOV'T CAMP HOTEL
C.Clinton Latourette
200'
MELDRUM
Battle Axe Inn
RW-29
100'
100'
50'
60'
8
7
1
2
12
3
230'
200'
Mary R. Thompson
T. 3 S. R. 8 E.
T. 3 S. R. 8½ E., W.M.

Owner	Total Sq. Ft.	Sq. Ft. Old R/W	Net Sq. Ft.
kler, E.J. (RW-29)	2,000	—	2,000
ight, Bells A. (RW-27)	1,000	—	1,000
[illegible] (RW-30)	1,000	—	1,000
land, A.G. (RW-28)	375	—	375
pley, A.W. (RW.-26)	25	—	25
hwarz, Mrs. Mary	2,465	50	2,415
mith, B.F. (RW-36)	7,245	3,100	4,145
inn, D.J. and Agnes	65	—	65
RW. 70	933	333	600
Fenton, M. F. (RW.-39)	8,266	4,300	3,966
Gibson, Eliza (RW.-32)	755	—	755

OREGON STATE HIGHWAY DEPARTMENT

Property Acquired for Right-of-way

IN

TOWNSITE OF POMPEII

ON THE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY

Scale 1 in. = 100 ft.

Nov., 1927
Revised Jan. '28
" Mar. '28

DR'G. NO. 5C-10-18

ON. STATE HIGHWAY DEPARTMENT

erty Acquired for Right-of-way

IN

OWNSITE OF POMPEII

ON THE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY

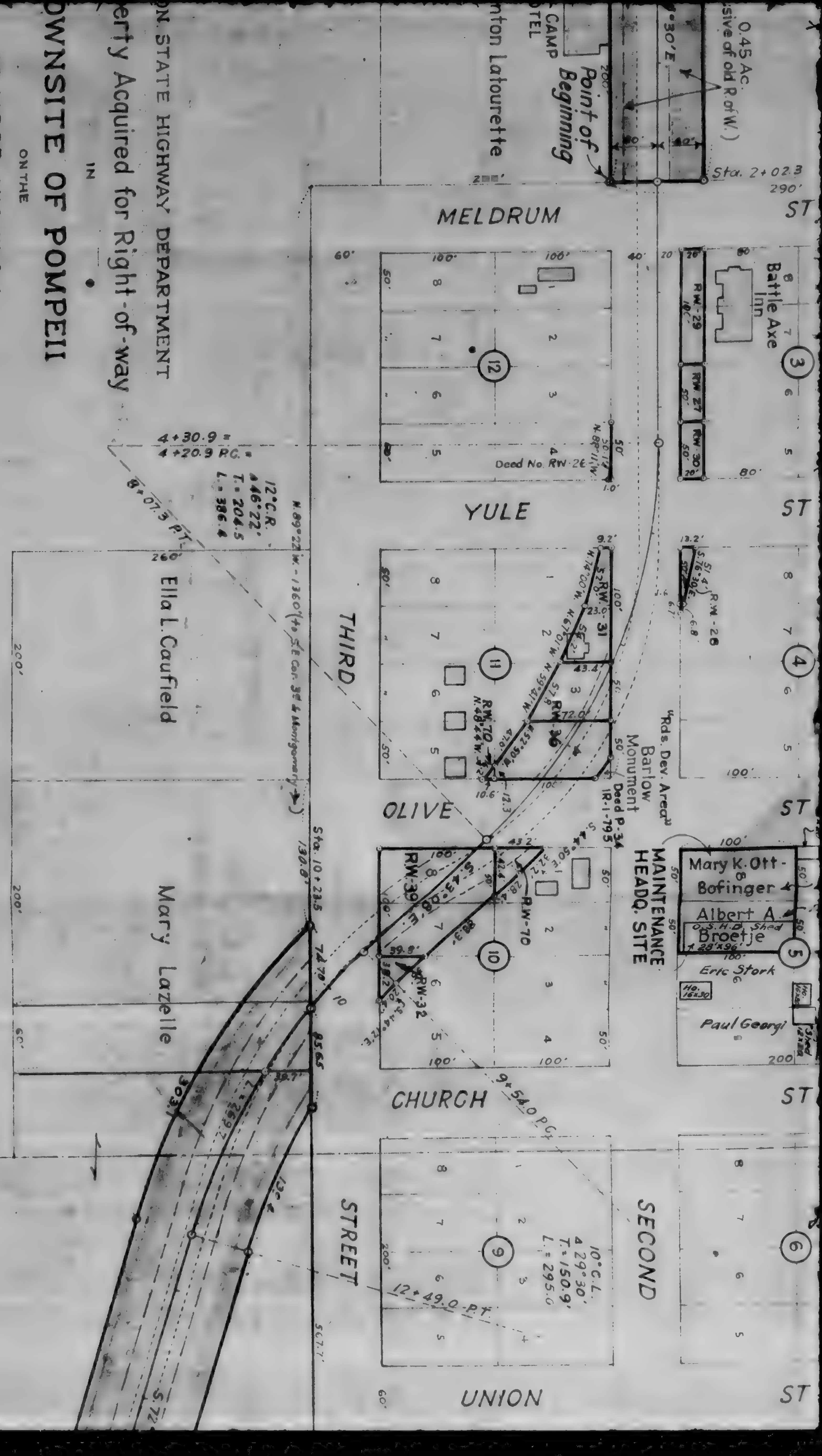
e lin.= 100 ft.

Nov. 1927
Revised Jan. '28
" Mar. '28

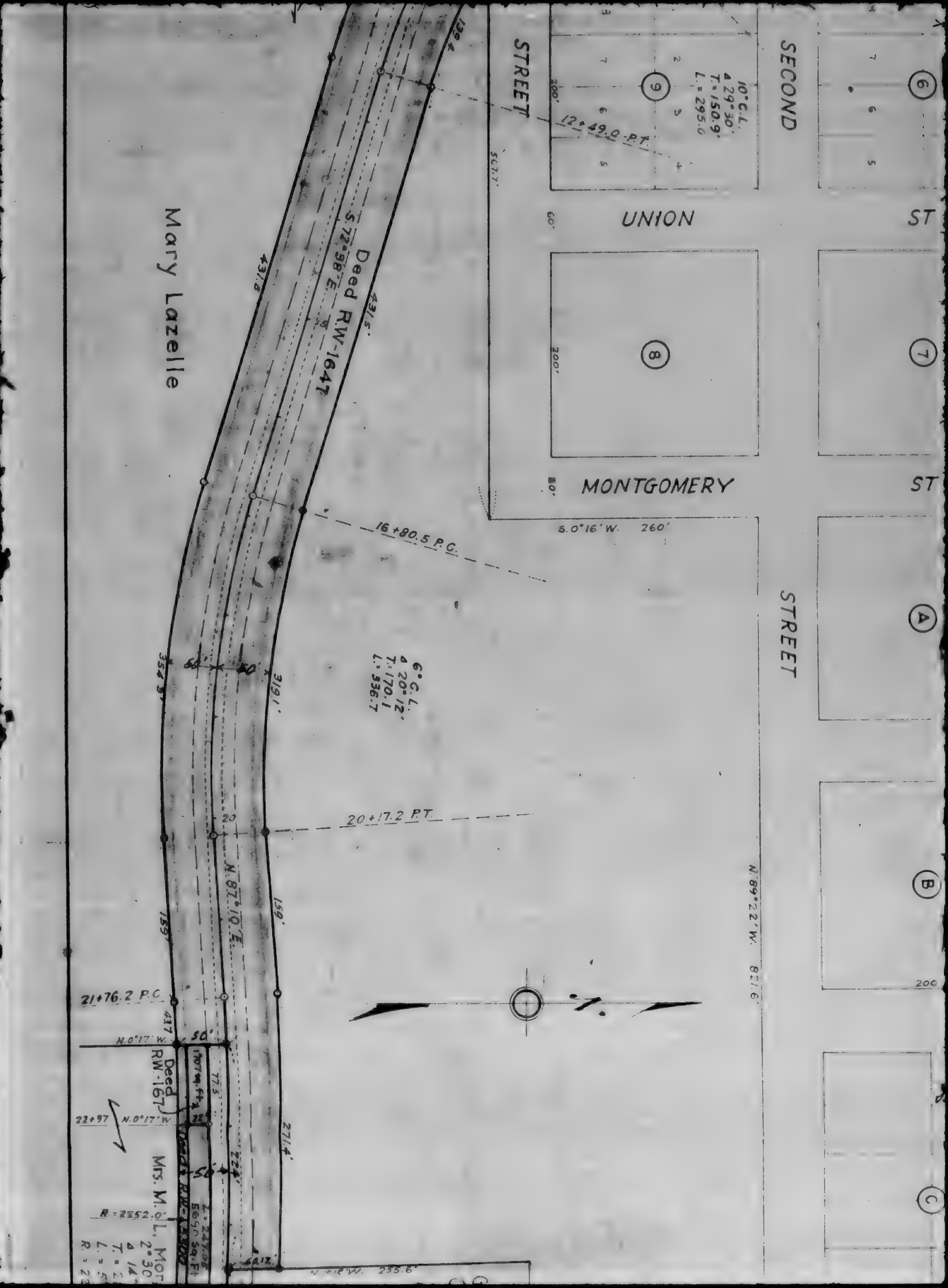
DR'G. NO. 5C-10-18

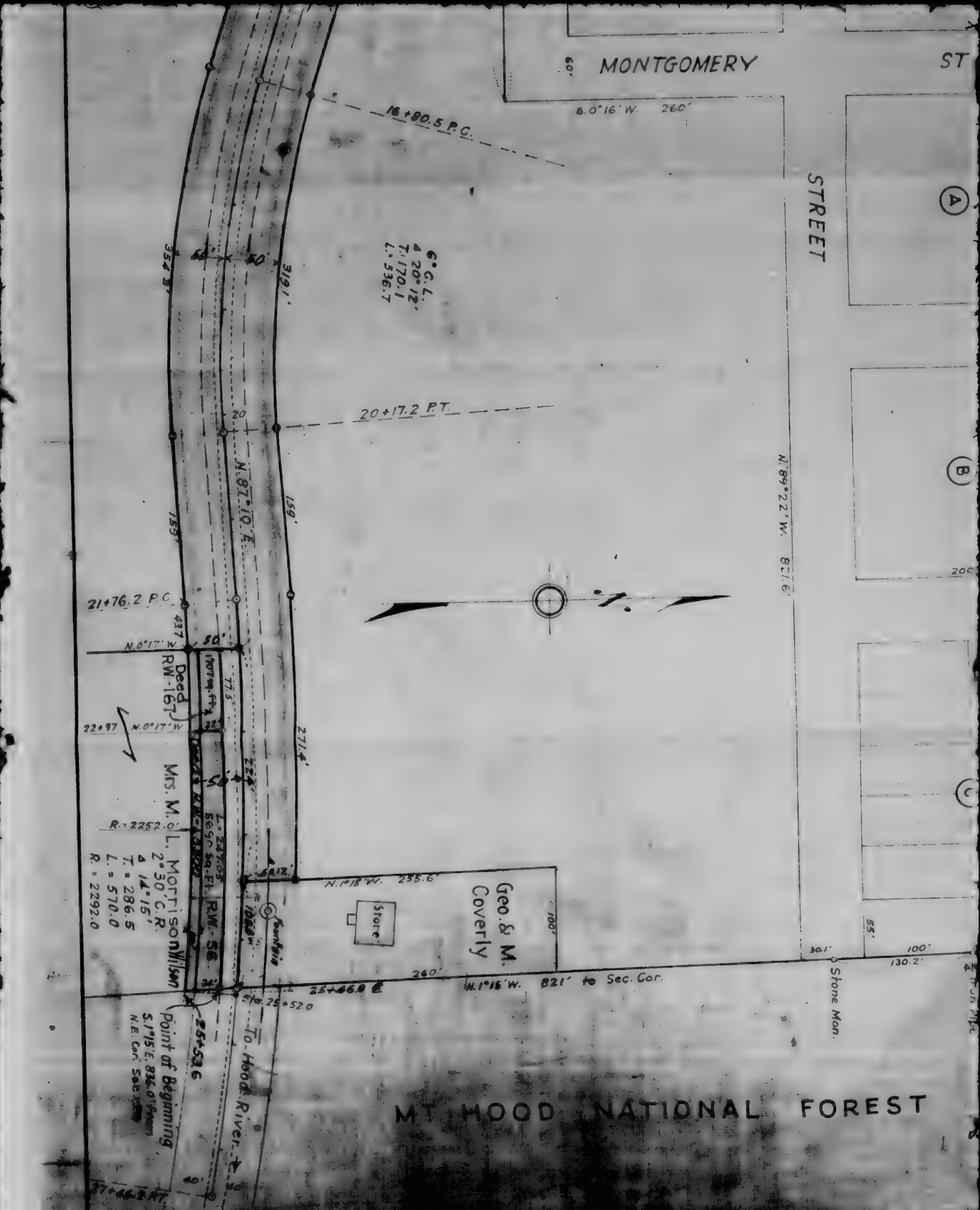
Revised Sept. 20-1933

See 400' 5B-4-4

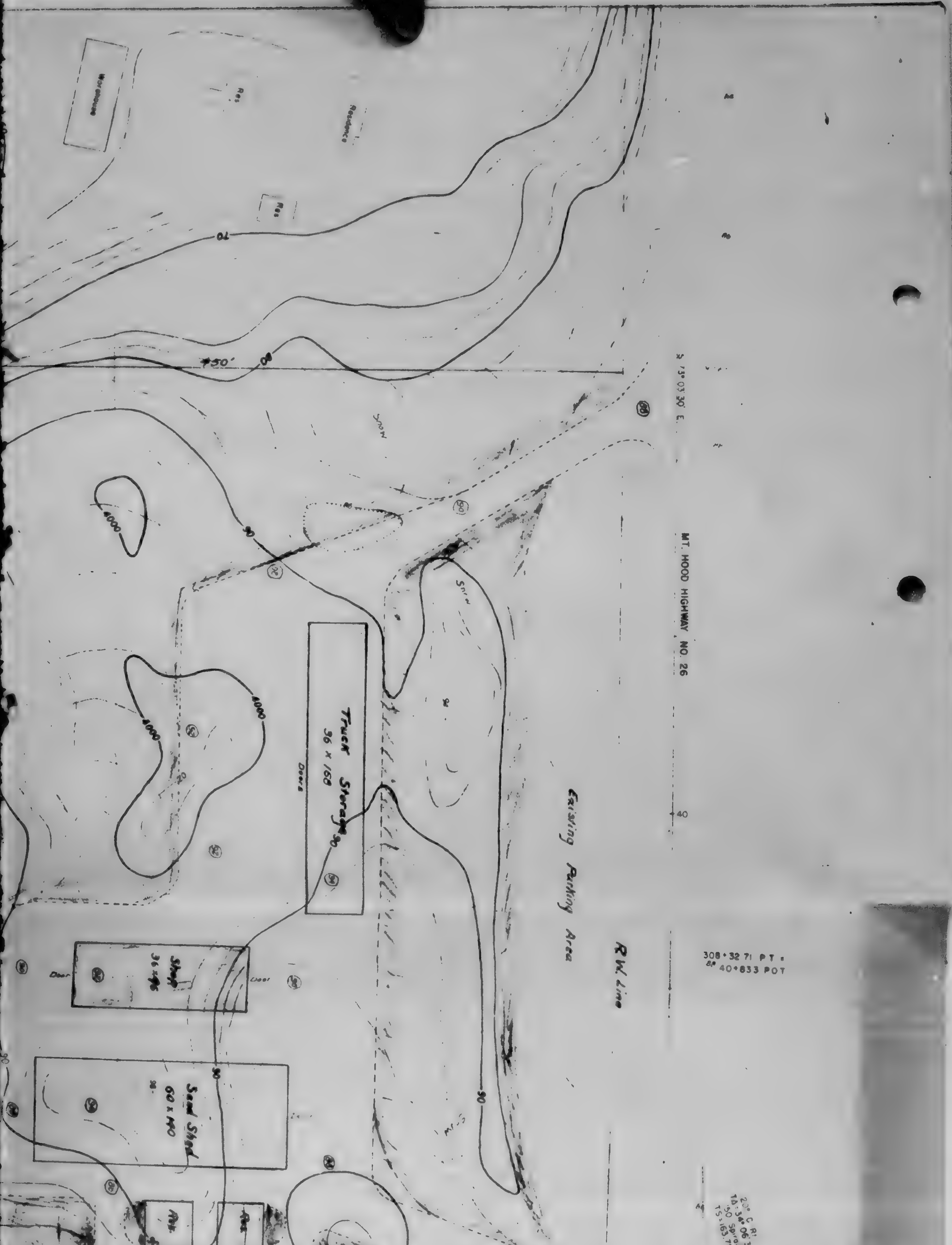


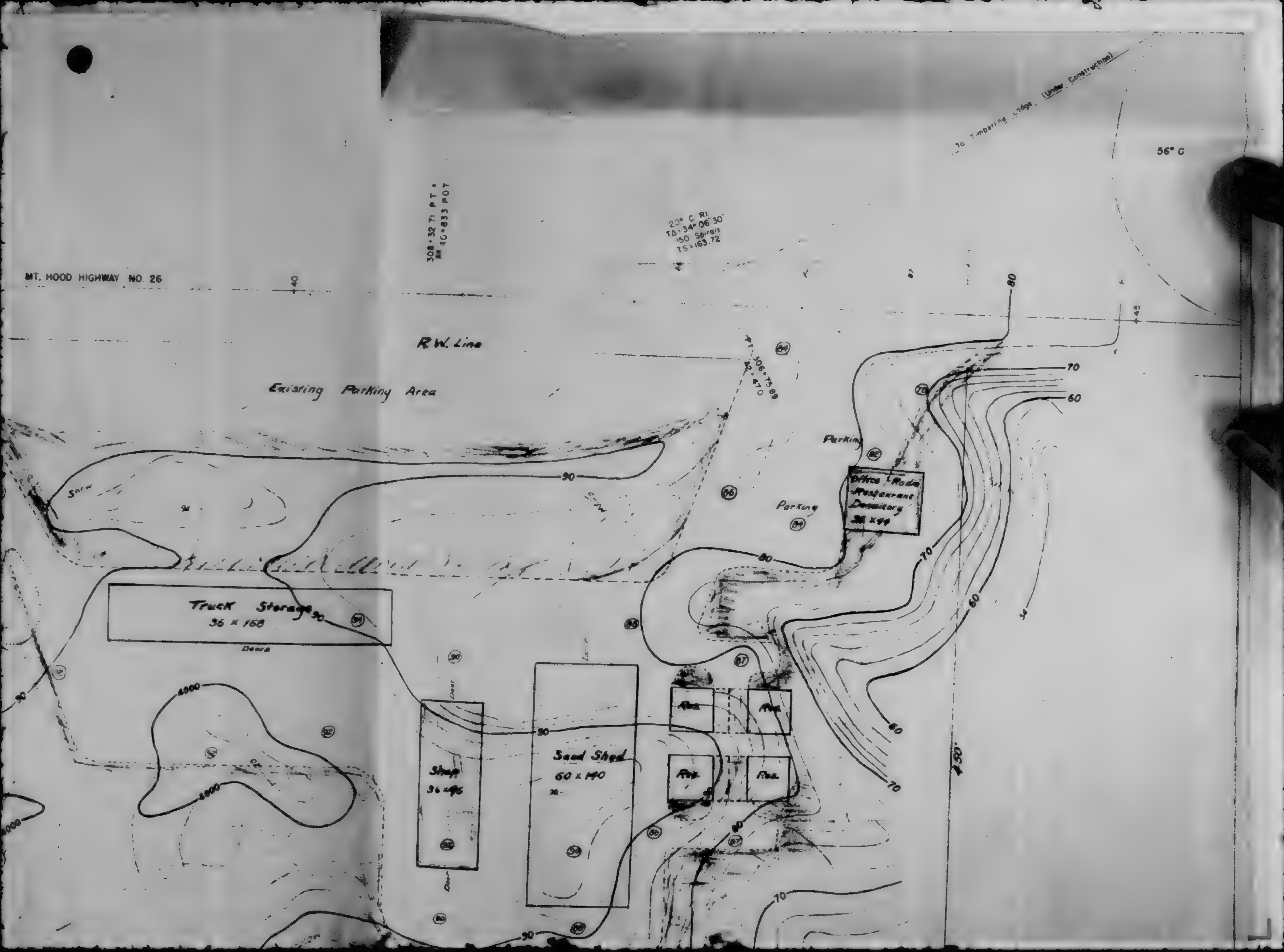
0.45 Ac.
sive of old R. of W.)
CAMP
OTEL
mton Latourette
Point of Beginning
Sta. 2+02.3
290'
MELDRUM ST
Battle Axe Inn
RW-29
RW 27
RW 30
Deed No. RW-26
YULE ST
4+30.9 =
4+20.9 P.C. =
12° C.R.
Δ 46°22'
T. = 204.5
L. = 386.4
8+07.3 P.T.
N.89°22'W. - 1360' (to S.E. Cor. 3rd & Montgomery)
Ella L. Caufield
THIRD
RW-31
RW-70
RW-36
RW-28
"Rds. Dev. Area"
Barlow Monument
Deed P.34
1R.1-795
OLIVE ST
MAINTENANCE HEADQ. SITE
Mary K. Ott-Bofinger
Albert A. Broetje
O.S.H.D. Shed 28'x96'
Eric Stork
Paul Georgi
Sta. 10+23.5
130.6'
RW-39
RW-70
RW-32
S.43°08'E.
Mary Lazelle
9+54.0 P.C.
CHURCH ST
10° C.L.
Δ 29°30'
T. = 150.9'
L. = 295.0
12+49.0 P.T.
STREET
SECOND
UNION ST
Ma

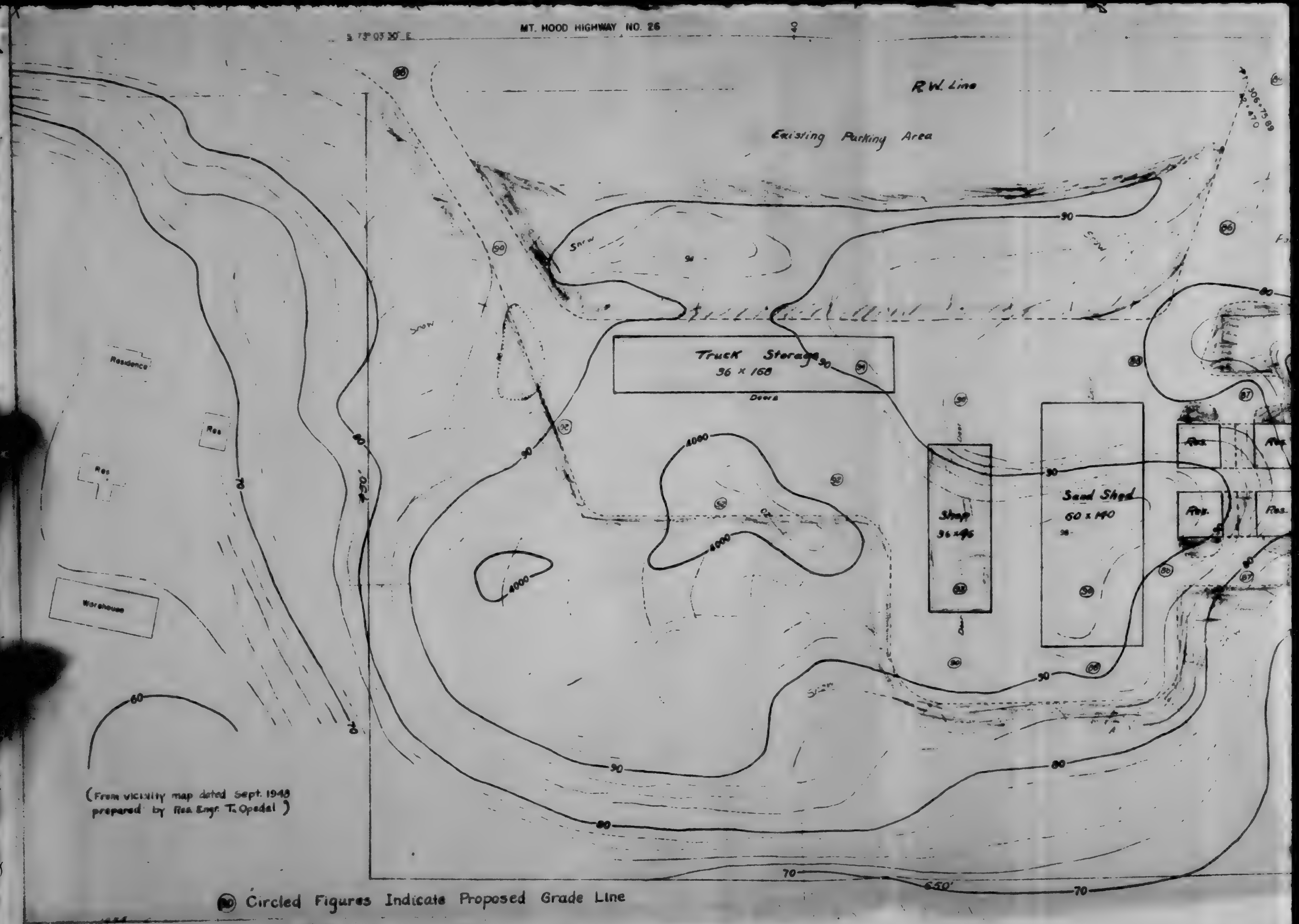

Mary Lazelle
Deed R.W.-164T
S.72°38'E.
431.6'
431.5'
139.4
STREET
SECOND
9
10°C.L.
Δ 29°30'
T.=150.9'
L.=295.0
12+49.0 P.T.
200'
567.7'
6
UNION
ST
60'
8
200'
7
MONTGOMERY
ST
S.0°16'W.
260'
16+80.5 P.C.
STREET
A
6°C.L.
Δ 20°12'
T.=170.1
L.=336.7
354.9'
60
50
319.1'
20
20+17.2 P.T.
N.87°10'E.
159'
159'
N.89°22'W.
821.6'
B
200
21+76.2 P.C.
437
N.0°17'W.
50'
Deed R/W-167
1707 sq. ft.
77.5
22+97
N.0°17'W.
22.5
271.4'
Mrs. M. L. Mor
50'
22.1'
R.=2552.0'
L.=224.04
5696 sq. ft.
2°30
Δ 14
T.=2
L.=5
R.=22
68.12'
N.0°18'W.
255.6'
C

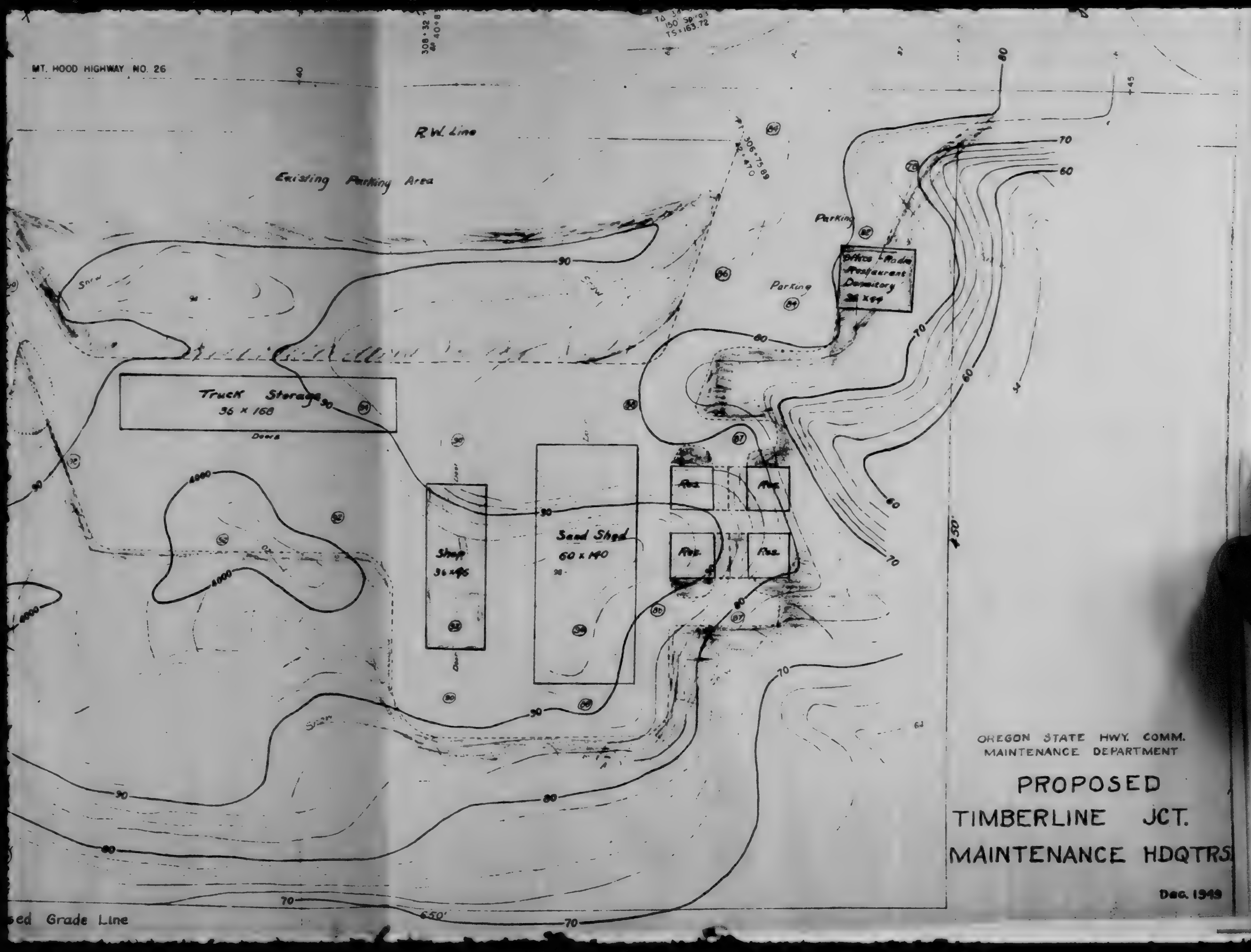


MONTGOMERY ST
60'
S.0°16'W. 260'
16+80.5 P.C.
STREET
Ⓐ
Ⓑ
Ⓒ
354.9'
50'
50
319.1'
6° C.L.
Δ 20°12'
T: 170.1
L: 336.7
20
20+17.2 P.T.
N.87°10'E.
159'
159'
N.89°22'W. 821.6'
200
21+76.2 P.C.
437
N.0°17'W.
50'
Deed RW-167
77.5
22+97
N.0°17'W.
22'
271.4'
50'
22.4'
R.=2252.0'
L=227.05
Mrs. M. L. Morrison Wilson
2°30' C.R.
Δ 14°15'
T. = 286.5
L. = 570.0
R. = 2292.0
RW-56
5212
N.1°13'W. 235.6'
Geo. & M. Coverly
Store
100'
260'
55'
30.1'
100'
130.2'
25+46.8 E
N.1°15'W. 821' to Sec. Cor.
Sta. 25+52.0
25+53.6
Point of Beginning
S.1°15'E. 836.0' from N.E. Cor. Sec.
To Hood River
Stone Mon.
MT. HOOD NATIONAL FOREST
27+46.8 P.T.


MT. HOOD HIGHWAY NO. 26
S 73° 03' 30" E.
40
308+32.71 PT =
40+833 POT
20° C R.
TΔ=34°06'30"
30 Sp.s
TS=163.72
R.W. Line
Existing Parking Area
Truck Storage
36 x 160
Doors
Shop
36 x 76
Door
Sand Shed
60 x 140
Warehouse
Res.
Residence
Res.
Res.
Res.
70
80
90
4000
4000
4000
90
90
90
50'
Snow
Snow
Snow


MT. HOOD HIGHWAY NO. 26
40
308+32.71 P.T. = 40+833 POT
20° C Rt
TΔ=34° 06' 30"
150' Spirals
TS=163.72
To Timberline Lodge (Under Construction)
56° C
45
R.W. Line
Existing Parking Area
P.I. 306+75.89 = 40+470
Snow
90
Parking
Parking
Office Radio Restaurant Dormitory 36 x 44
80
70
60
Truck Storage 36 x 168
Doors
Door
Shop 36 x 95
Door
Sand Shed 60 x 140
Door
Res.
Res.
Res.
Res.
4000
4000
450'

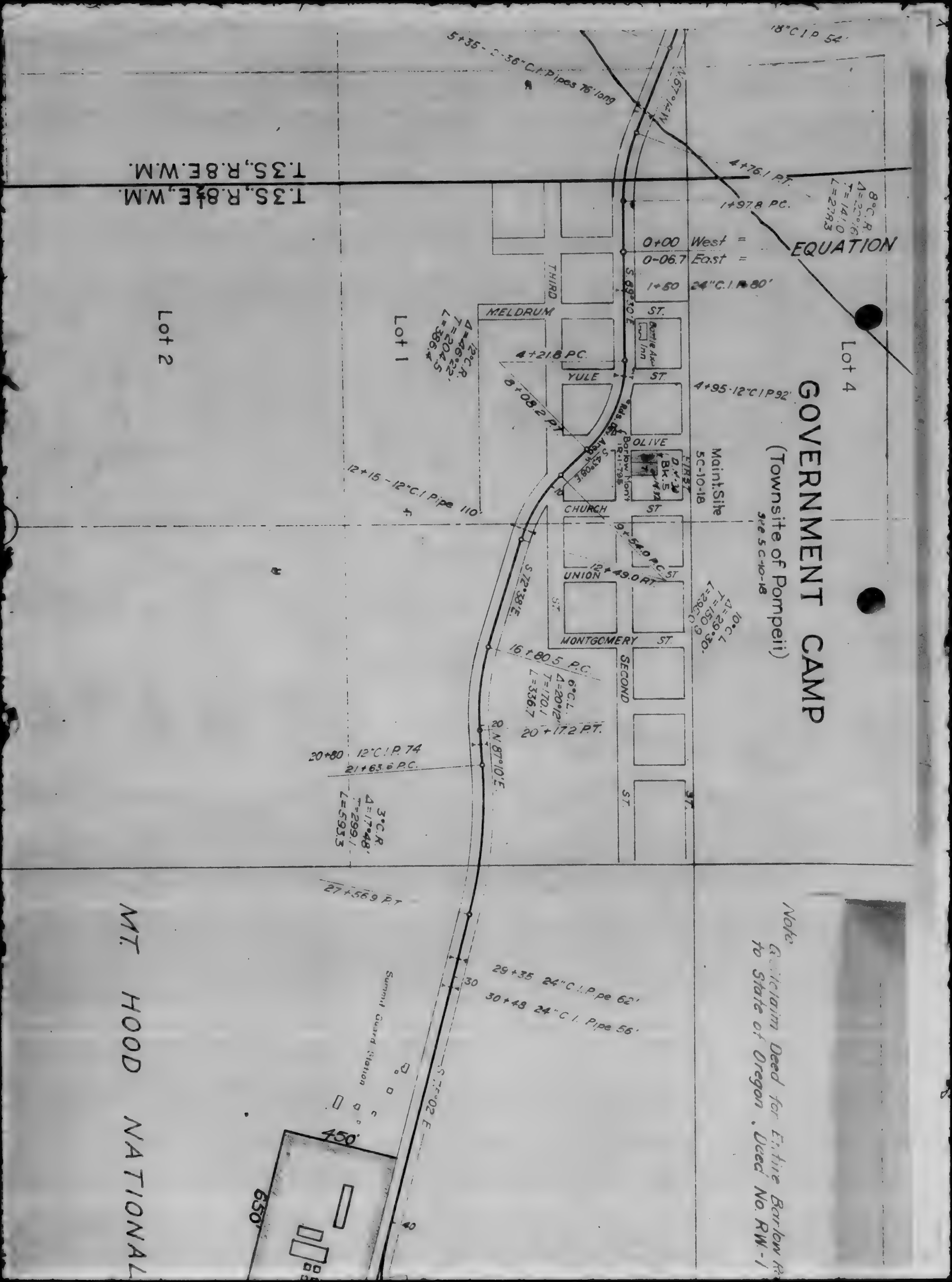

MT. HOOD HIGHWAY NO. 26
S 73° 03' 30" E
R.W. Line
Existing Parking Area
306+75.89
Snow
Truck Storage
36 × 168
Doors
Shop
36 × 96
Sand Shed
60 × 140
Res.
Residence
Warehouse
4000
90
80
70
60
750'
650'
(From vicinity map dated Sept. 1948
prepared by Res. Engr. T. Opedal)
Circled Figures Indicate Proposed Grade Line

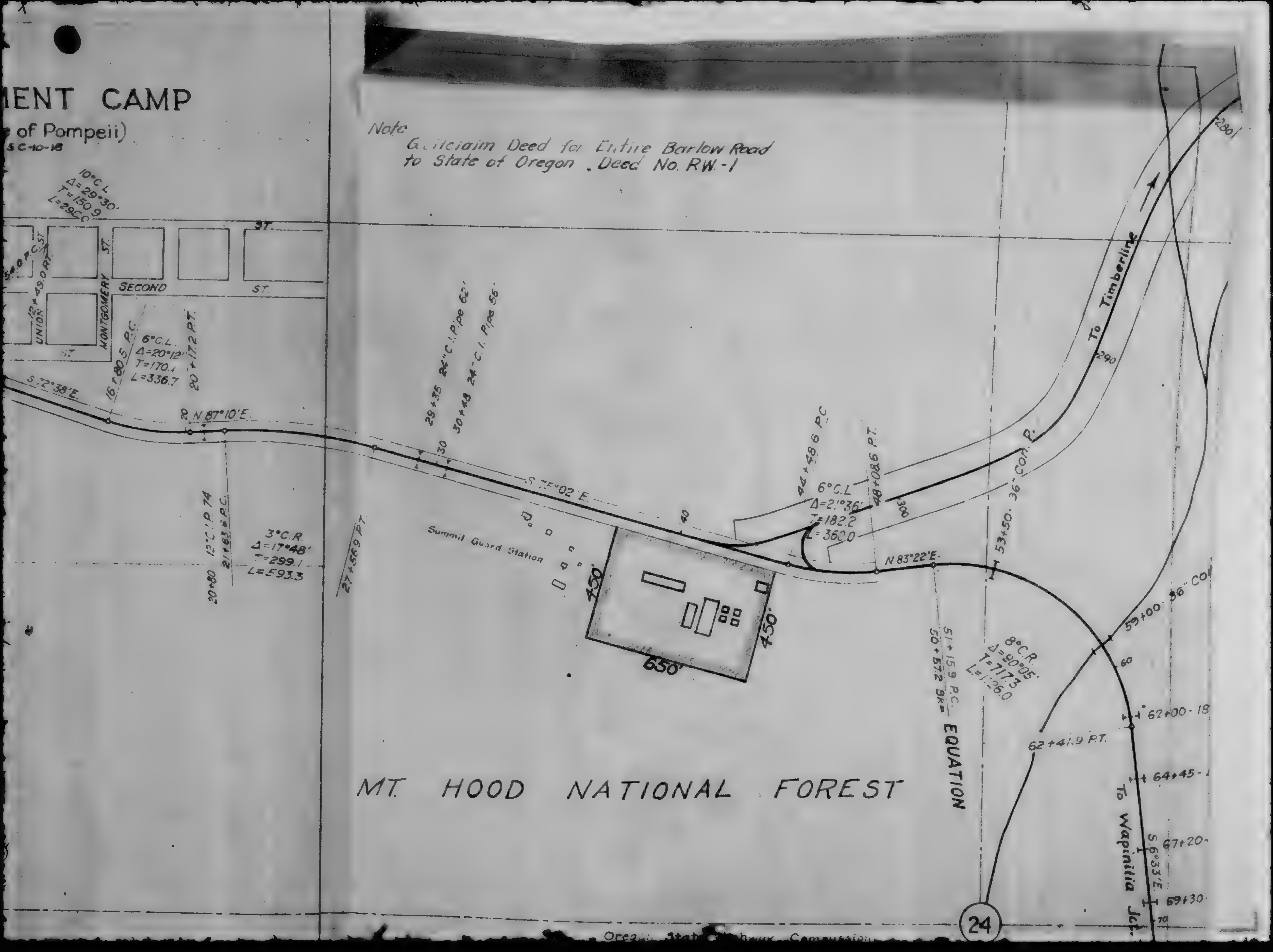

MT. HOOD HIGHWAY NO. 26
40
308+32
TΔ
150 Sp
TS=163.72
R.W. Line
Existing Parking Area
PI 306+75.89
Parking
Parking
Office Radio Restaurant Dormitory 36 x 64
Truck Storage 36 x 168
Doors
Shop 36 x 96
Door
Sand Shed 60 x 140
Res.
Res.
Res.
Res.
Snow
90
80
70
60
1000
+45
450'
650'
sed Grade Line

OREGON STATE HWY. COMM.
MAINTENANCE DEPARTMENT

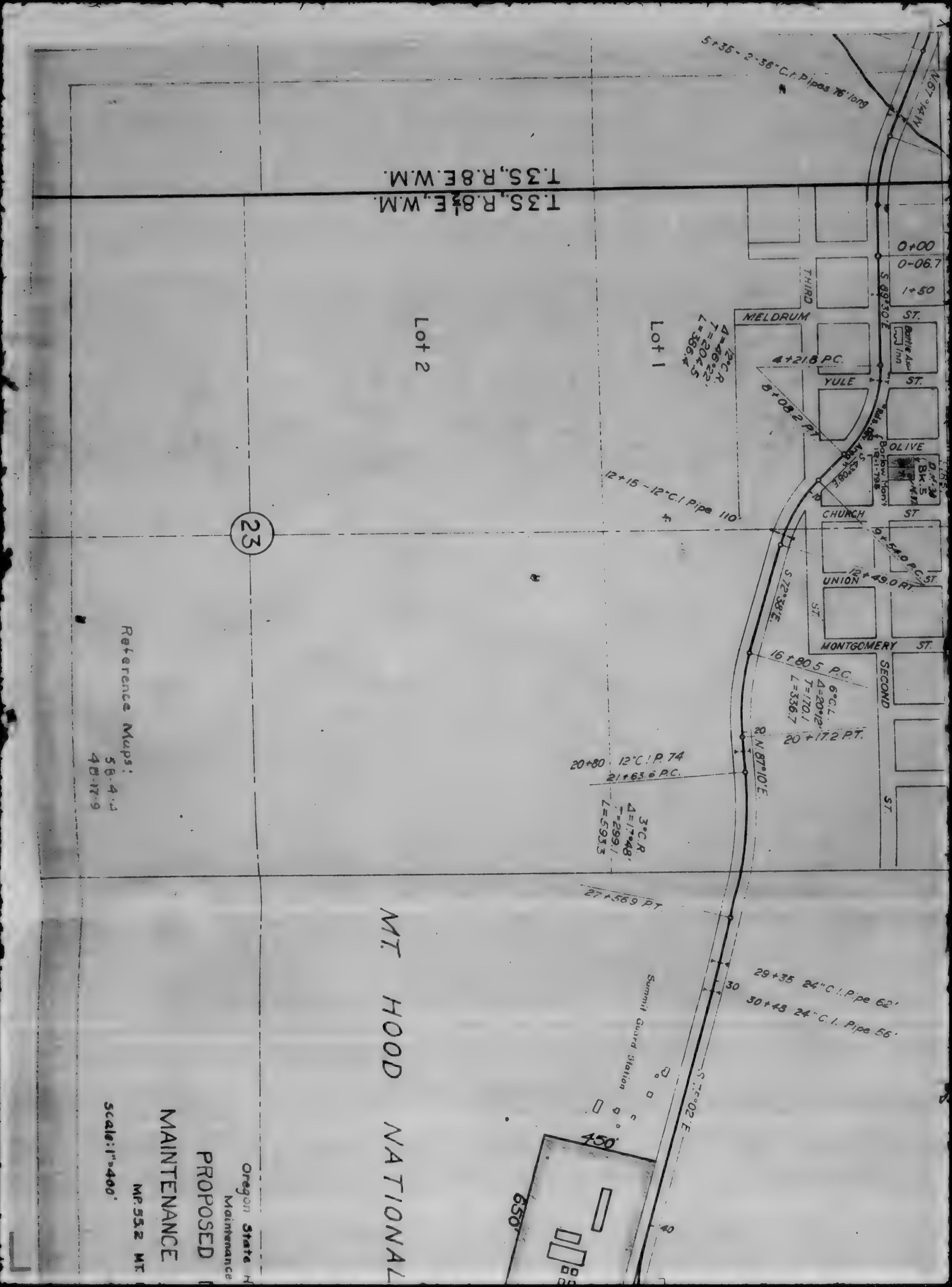
PROPOSED
TIMBERLINE JCT.
MAINTENANCE HDQTRS

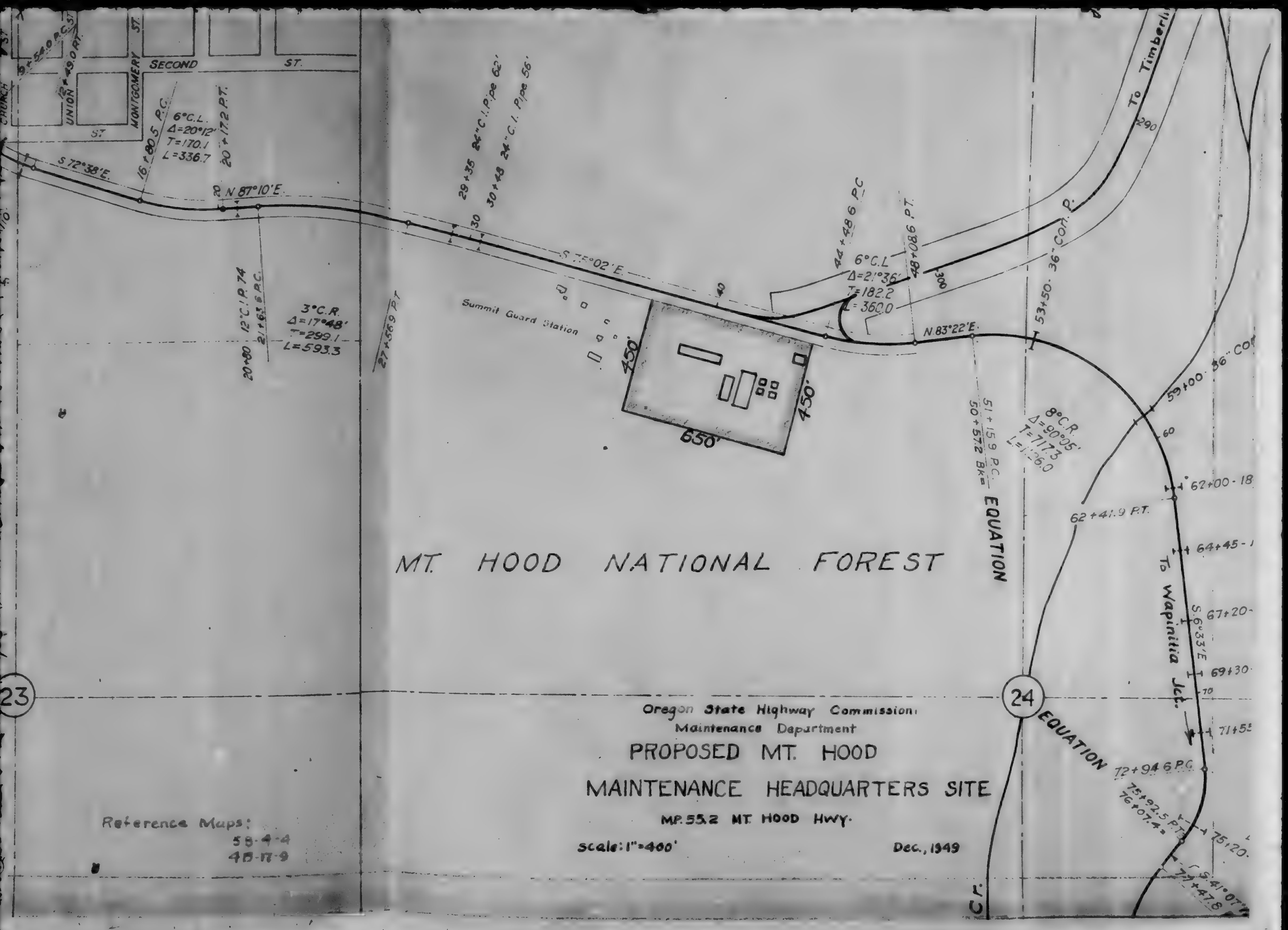
Dec. 1949


18"C.I.P 54'
5+35 - 2-36"C.I. Pipes 76' long
N.67°14'W
T.3S.R.8E.W.M.
T.3S.R.8½E.W.M.
4+76.1 P.T.
8°C.R.
Δ=22°16'
T=141.0
L=278.3
1+97.8 P.C.
0+00 West =
0-06.7 East =
EQUATION
1+50 24"C.I.P 80'
S.69°30'E
THIRD
MELDRUM ST.
Barlow Inn
Lot 4
Lot 2
Lot 1
12°C.R.
Δ=46°22'
T=204.5
L=386.4
4+21.8 P.C.
YULE ST.
4+95 12"C.I.P 92'
8+08.2 P.T.
GOVERNMENT CAMP
(Townsite of Pompeii)
OLIVE
FIRST
Barlow Mon't
Maint. Site
5C-10-18
12+15 - 12"C.I. Pipe 110'
CHURCH ST
9+54.0 P.C.
12+49.0 P.T.
UNION ST
10°C.L.
Δ=29°30'
T=150.9
L=295.0
S.72°38'E
ST.
MONTGOMERY ST.
16+80.5 P.C.
6°C.L.
Δ=20°12'
T=170.1
L=336.7
SECOND
20+17.2 P.T.
20
N.87°10'E
20+80 12"C.I.P. 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299.1
L=593.3
ST.
27+56.9 P.T.
MT. HOOD NATIONAL
Note
Quitclaim Deed for Entire Barlow Rd
to State of Oregon. Deed No. RW-1
29+35 24"C.I. Pipe 62'
30+48 24"C.I. Pipe 56'
30
Summit Guard Station
S.20°E
450'
650'
40


MENT CAMP
of Pompeii)
5 C-10-18
10°C.L
Δ=29°30'
T=150.9
L=295.0
54.0 P.C.
12+49.0 P.T.
UNION ST.
MONTGOMERY ST.
SECOND ST.
ST.
16+80.5 P.C.
6°C.L.
Δ=20°12'
T=170.1
L=336.7
20+17.2 P.T.
S 72°38'E.
20 N 87°10'E.
20+80 12" C.I.P. 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299.1
L=593.3
27+56.9 P.T.
29+35 24" C.I. Pipe 62'
30+48 24" C.I. Pipe 56'
30
S 75°02'E.
Summit Guard Station
40
450'
650'
450'
44+48.6 P.C.
6°C.L
Δ=21°36'
T=182.2
L=360.0
48+08.6 P.T.
300
N 83°22'E.
53+50. 36" Con. P.
51+15.9 P.C.
50+57.2 Bk=
EQUATION
8°C.R.
Δ=90°05'
T=717.3
L=1126.0
To Timberline
290
280
59+00 36" Con.
60
62+00-18
62+41.9 P.T.
64+45-
67+20-
69+30-
70
S 6°33'E.
To Wapinitia Jct.
MT. HOOD NATIONAL FOREST
24
Oregon State Highway Commission

Note
Quitclaim Deed for Entire Barlow Road to State of Oregon. Deed No. RW-1


5+35 - 2-36" C.I. Pipes 76' long
N 67°14' W
T.3S., R.8E.W.M.
T.3S., R.8½E.W.M.
0+00
0-06.7
1+50
THIRD
MELDRUM
ST.
S 89°30' E
Bottle Axe Inn
Lot 2
Lot 1
12° C.R.
Δ=46°22'
T=204.5
L=386.4
4+21.8 P.C.
YULE
ST.
8+08.2 P.T.
OLIVE
Barlow Homestead
D.L.C.
Bk. 5
CHURCH
ST
12+15 - 12" C.I. Pipe 110'
23
9+54.0 P.C.
12+49.0 P.T.
UNION
ST.
S 72°38' E
MONTGOMERY
ST.
16+80.5 P.C.
6° C.L.
Δ=20°12'
T=170.1
L=336.7
SECOND
ST.
20
N 87°10' E
20+17.2 P.T.
20+80 12" C.I.P. 74
21+63.6 P.C.
3° C.R.
Δ=17°48'
T=299.1
L=593.3
Reference Maps:
5B-4-4
4B-17-9
27+56.9 P.T.
MT. HOOD NATIONAL
29+35 24" C.I. Pipe 62'
30
30+48 24" C.I. Pipe 56'
Summit Guard Station
S 7°02' E
450'
650'
40
Oregon State H
Maintenance
PROPOSED
MAINTENANCE
MP 53.2 MT.
scale: 1"=400'


CHURCH
UNION
MONTGOMERY
SECOND
ST.
ST.
ST.
9+54.0 P.C.
12+49.0 P.T.
16+80.5 P.C.
6°C.L.
Δ=20°12'
T=170.1
L=336.7
20+17.2 P.T.
S.72°38'E.
N.87°10'E.
20+80 12"C.I.P. 74
21+63.6 P.C.
3°C.R.
Δ=17°48'
T=299.1
L=593.3
27+56.9 P.T.
29+35 24" C.I. Pipe 62'
30+48 24" C.I. Pipe 56'
30
S.75°02'E.
40
Summit Guard Station
450'
450'
650'
44+48.6 P.C.
6°C.L.
Δ=21°36'
T=182.2
L=360.0
48+08.6 P.T.
300
290
To Timberli
53+50 36" Con. P.
N.83°22'E.
51+15.9 P.C.
50+57.2 Bk=
EQUATION
8°C.R.
Δ=90°05'
T=717.3
L=1126.0
59+00 36" Co
60
62+00 18
62+41.9 P.T.
64+45
67+20
S.6°33'E
69+30
70
71+55
To Wapinitia Jct.
MT. HOOD NATIONAL FOREST
23
24
EQUATION
72+94.6 P.C.
75+92.5 P.T.
76+07.4=
75+20
S.41°07'
77+47.8
Cr.

Oregon State Highway Commission
Maintenance Department

PROPOSED MT. HOOD
MAINTENANCE HEADQUARTERS SITE

MP. 55.2 MT. HOOD HWY.

Scale: 1"=400'

Dec., 1949

Reference Maps:
5B-4-4
4B-17-9

RECEIVED
1 1 1950
FOR FILING

FORM E-30X 15M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 1, 1950

SUBJECT:

To:

Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Mr. R. P. Bottcher, of the Mt. Hood National Forest, called today and advised that he had received a letter from Mr. W. C. Williams, transmitting one print from drawing No. 9136, the plan for the proposed sand shed at our new Timberline Junction maintenance headquarters.

This plan appears to be entirely satisfactory, however Mr. Bottcher has requested that four additional prints of this plan be forwarded to him. I would appreciate you taking care of this, and the additional prints should be sent to Mr. Lloyd Olson, Supervisor of the Mt. Hood National Forest, attention Mr. Bottcher.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams ✓

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~~AUG [illegible]~~
FOR FILING

2-2415

3413

Cross Referenced To:
[illegible]
[illegible]
[illegible]

August 30, 1950

Mr. Lloyd R. Olsen
Forest Supervisor
U. S. Forest Service
New Post Office Building
Portland, Oregon

Dear Sir:

Re: Mt. Hood Maintenance Station
at Government Camp

I am attaching hereto a print from Drawing 9136 and a print from a sketch entitled "Proposed Timberline Junction Maintenance Headquarters." The State proposes to build the sand shed shown on this sketch in accordance with the details as shown on Drawing 9136, except that the roof will be of sheet metal and will be painted green. An identical shed has already been built with the approval of the Forest Service at the Odell Lake Maintenance Station in Klamath County.

We are submitting this plan in accordance with Section 3 of the special-use permit granted us under date of August 15, 1950. Your approval would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

IVED
AUG 30 1950
FOR FILING

August 28, 1950

Mr. M. K. McIver
State Highway Commissioner
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

As you know, the Forest Service has recently granted us an easement for a maintenance headquarters site near Government Camp. This easement provides that the buildings which we build will be designed so as to fit into the timbered area and that our plans must receive their approval before the structures are built.

In accordance with the direction of the Highway Commission, we recently employed Mr. James L. Payne, an architect in Salem, to get out plans for the maintenance and park dwellings. Mr. Payne has submitted the attached sketch showing his idea of an appropriate house for this site. This is a more radical departure from a conventional building than we had anticipated, and we are hesitant about recommending it for your consideration.

It is Mr. Payne's idea that this type would be less expensive than the conventional house and that it would have quite a few advantages. The roof is extended to the ground on each side except for the area at one corner, which is roofed over to provide storage for a passenger car. The area outside the house walls would be available for storage of fuel or things which might need protection. Plenty of closet room is provided under the sloping roof at the second story, and the house framing itself would not be particularly expensive.

As I said before, this is a more radical departure from the conventional design than we had anticipated, and I am not recommending it for acceptance but I am sending it only to get your reaction to the idea.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

RECEIVED
AUG 2[illegible] 1950
FOR FILING

Cross Referenced To:
[illegible]
[illegible]
[illegible]
Portland

August 18, 1950

Mr. Lloyd R. Olson
Forest Supervisor
Mount Hood National Forest
c/o Swan Island Postal Station
Portland 18, Oregon

Dear Mr. Olson:

I am enclosing an executed copy of Special Use Permit pertaining to lands located in Section 24, T. 3 S., R. 8½ E., W. M., Mount Hood National Forest.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ma

Encl.

cc Mr. A. G. Skelton

FORM E-30 25M 1-50 37538

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 17th,1950

SUBJECT: Special Use Permit
Maintenance Headquarters
Mt. Hood Highway

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with our conversation of this date, I am forwarding herewith original and one duplicate copy of a Special Use permit received from Lloyd R. Olson, Forest Supervisor for the Mt. Hood National Forest, and covering approximately 5.15 acres located at the junction of the Timberline Road on the Mt. Hood Highway to be used for a maintenance headquarters site. I am also enclosing copy of Mr. Olson's letter of August 16th, transmitting this permit to myself.

You will note from this letter that Mr. Olson has asked that the copy of the permit be signed and returned to his office, and that this permit is effective when the signed copy is received by his office.

This permit was made out in accordance with the verbal understanding that Mr. Paxson and I had with representatives of the forest service on conferences with them, and I believe it is entirely satisfactory to ourselves. A Minor Betterment Work Order is now being prepared for the clearing and grading to be taken care of by State forces, and will be submitted by this week end. It is proposed to start work on the clearing and grading as early as possible some time this coming week.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encls.
cc: E. A. Collier
G. S. Paxson
W. M. Strohmeyer

C
O
P
Y

Mount Hood National Forest

U
USES - Mt. Hood
Oregon State Highway Commission,
Maintenance Station, Summit Area

August 16, 1950

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Commission
P. O. Box 4644
Portland 2, Oregon

Dear Mr. Skelton:

Reference is made to your letter and application of July 20 and to our several discussions regarding the proposed Summit Maintenance Station.

Enclosed are two copies of a special-use permit authorizing the Oregon State Highway Commission to use the area under consideration. The permit will be effective when a representative of your agency signs the second copy of the permit and it is returned to me. A third copy is enclosed. It, with the original, is for your files.

Ranger Langdon at Zigzag Ranger Station will be glad to review the permit with your representative on the ground.

Very truly yours,

Lloyd R. Olson (Sgd.)

LLOYD R. OLSON
Forest Supervisor

FOR FILING

REVISED 6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
PORTLAND
CHAS. H REYNOLDS, MEMBER
M K. MCIVER, MEMBER

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

PHONE EM 2125

Cross Referenced To:

July 20, 1950

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Lloyd Olson, Supervisor
Mt. Hood National Forest
Swan Island Station
Portland, Oregon

Dear Mr. Olson:

I am enclosing herewith application for Special Use Permit covering an area of 5.15 acres lying south of the Mt. Hood Highway No. 26 and immediately east of the Summit Guard Station. This property lies in Section 24, Twp. 3 South, Range 8-1/2 East, W.M., Clackamas County Oregon, and is described as follows:

Beginning at a point 1219 feet south and 727 feet east of the section corner common to Sections 24,23,13 and 14, Twp. 3 South, Range 8-1/2 E.,W.M., said point being 155 feet southerly from, when measured at right angles to, Engineer's Station 37+50 of the Mt. Hood Highway No. 26; thence South 73°03'30" East parallel to the center line of said highway, a distance of 475.0 feet; thence North 16°56'30" East, a distance of 75.0 feet to a point 80.0 feet southerly from, when measured at right angles to, said highway center line Station 42+25.00; thence South 73°03'30" East parallel to the center line of said Highway, a distance of 175.0 feet; thence South 16°56'30" West, a distance of 400.0 feet; thence North 73°03'30" West, a distance of 650.0 feet; thence North 16°56'30" East, a distance of 325.0 feet to the point of beginning. Also the right to build and maintain access roads with surface width of 40.0 feet to this property, approximately opposite Station 37+85 and Station 42+90, respectively.

As noted in the Special Use application, this land is needed to construct a State Highway Department maintenance and headquarters station to serve the Mt. Hood area, particularly for the maintenance of the Mt. Hood Highway, Timberline Highway, and a section of the Wapinitia Highway.

I am submitting herewith a plan view of this location, tentatively showing the construction to be undertaken in the near future by the Highway Commission, if this special use permit is granted. This shows the tentative location of the buildings and the proposed grading. I am also enclosing prints of a plan showing the property and

NOTED
W. W.

ties to nearest section marker. You will note that the frontage of this property on the Mt. Hood Highway extends from our Station 37+50 to Station 44+00.

As outlined in our recent conferences concerning this Special Use Permit, it is proposed that this construction would be in keeping with the surroundings, and the plans of the proposed construction will be submitted for your approval. This maintenance station is necessary for proper housing of personnel and equipment to be used on the Timberline Highway, and the Highway Commission would like to proceed with this construction in the very near future.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encls.
cc: W. W. Stiffler ✓
E. A. Collier
G. S. Paxson
W. M. Strohmeyer

United States Department of Agriculture

Forest Service

SPECIAL USE APPLICATION

Application is hereby made for permit to use the following described lands: A parcel of land in Section 24, T. 3 S., R. 8-1/2 E.,W.M. lying south of the Mt. Hood Highway from our Station 37+50 to 44+00, and containing 5.15 acres, this parcel being fully described in the attached letter,

for the purpose of constructing and maintaining a State Highway Department maintenance and headquarters station to serve the Mt. Hood area.

Construction of intended improvements will begin within 12 months and be completed within 36 months; the premises will be used at least 365 days each year; the contemplated improvements will cost approximately 150,000 dollars and will consist of the following: a headquarters building, truck storage shed, shop, sand shed, and residences for maintenance personnel.

OREGON STATE HIGHWAY COMMISSION

By____________________________
Division Engineer
P. O. Box 4644, Portland 2, Oregon

July 20, 1950

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MAY 16 1950
FOR FILING

May 15, 1950

Oregon State Highway Commission

Gentlemen:

Under date of June 10, 1949 I rendered a comprehensive report, which included a three-year program for the construction of an adequate equipment storage headquarters at Government Camp, suitable to accommodate the personnel and equipment necessary to maintain the Summit Section of the Wapinitia Highway, the Mount Hood Highway, and the Timberline Lodge Highway, scheduled for completion this year.

In our 1950 budget, approved as to principle, we have an amount of $40,000 listed under capital outlay expenditures for the construction of buildings and improvements at maintenance station headquarters, to apply on the initial stages of construction of a suitable headquarters.

Our present equipment storage building, 28'x40', was constructed in 1928. These dimensions are the old standards, when equipment was much smaller than that now used. Our present standards require a building 36 feet in width to accommodate the larger trucks when equipped with snowplows, as well as the rotary plows. This building, incidentally, provides storage for only five pieces of equipment. During the past winter our operations required 25 men and 11 pieces of equipment, while the Forest Service, in maintaining the Timberline Lodge Road, six miles in length, employed 15 men with 13 pieces of equipment. Therefore, our three-year program of construction contemplates the construction of a headquarters suitable to accommodate 24 pieces of equipment, requiring from 40 to 50 men during the peak of operations when operating 24 hours daily. It will be necessary to provide a bunk house to accommodate some of these men, who are now based in cabins along the Mount Hood Highway between Rhododendron and Government Camp, which is unsatisfactory during emergencies.

It is practically impossible to extend or expand our present storage building, located on two small lots in the center of Government Camp, surrounded on all sides by property improved with residences and garages. Our present location is objectionable to many of the residents when operating 24 hours daily. The old building will not be a total loss, as we are presently contemplating the necessity of an equipment storage headquarters at Estacada, and the present building would be entirely adequate when removed and reinstalled at that location.

We have selected a tentative site for the new headquarters, which is adjacent to the highway and 0.4 mile east of Government Camp. This would be within walking distance for the bunk house employees for their meals. We have not applied to the Forest Service for a Special Use Permit for the site selected, due to the fact that the Forest Service requires us to furnish a comprehensive plan of development, with tentative designs of the buildings, showing the style of architecture, finish, color, etc.

No designs have been prepared for any buildings; therefore, tentative estimates naturally are not accurate. However, we believe that the estimated cost of the project, which totals $190,000, spread over a three-year period as shown herein in detail, is approximately correct. The total cost, of course, is subject to change and adjustment after surveys and designs have been made to more carefully estimate the project.

	1950	1951	1952	Total
1. Grading and surfacing driveways	$ 3,000	$ 4,000	$ 3,000	$10,000
2. Deep well, pump and distributing system (drill well $1,500 - 800 gals. per hr. at 200'; 5 H.P. pump, etc., 855 - 1,180 gals. per hr. at 150'; installation 50 - 1,320 gals. per hr. at 120'; distributing system 325)	2,400	1,000	--	3,400
3. Power plant and distributing system (19 KW plant, 3-phase D-311 caterpillar diesel, overhead power lines to all buildings, and providing power to water pump)	3,000	900	--	3,900
4. Heated shop building, 36' x 96'	30,000	--	--	30,000
5. Truck storage building, 36' x 168'	--	40,000	--	40,000
6. Four employee's cottages with garages	--	34,000	--	34,000
7. Dormitory, apartments, dining room, office and radio building, 40' x 54'	--	--	39,400	39,400
8. Septic tank and sewer lines	1,100	500	--	1,600
9. Combination pump and powerhouse, 16' x 20'	500	2,000	--	2,500

	1950	1951	1952	Total
10. Sand storage shed, 60' x 140' (Estimate based on similar structure constructed by State Forces, plus 25 per cent contractor's cost)	$ --	$ --	$11,000	$11,000
	$40,000	$82,400	$53,000	$175,400
Plus 10% for Contingencies	4,000	8,240	5,300	17,540
TOTAL	$44,000	$90,640	$58,300	$192,940

I recommend for your approval the over-all plan as outlined above and especially the allocation of funds necessary for construction in 1950.

This item will appear on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:me

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. M. H. Hawke
Mr. I. A. DeFrance

1[illegible]-1042 Guardrail construction on the 19[illegible]0
Reedsport-Scottsburg Section
of the Umpqua Highway
#3414

RECEIVED
1951
FOR FILING

3414

OREGON STATE HIGHWAY COMMISSION
(date)
June 4, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3414	5-final	Rich & Sons Nursery

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9208	B-16768	$ 1,361.64	June 1, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Dec.31, 1950 except for painting- (5-31-51)

Time Extensions: March 1, 1951

Completion Date: April 1, 1951

Date Accepted: May 24, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 6-4-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 4 1951
a.a. Wichlander

OTED ON CARD

RECEIVED
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FOR FILING

10-1042

3414

May 21, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3414, covering construction of guard rail on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County, was completed by the contractor, Rich & Sons Nursery, on April 1, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,361.64 will be made to the contractor after acceptance by the Highway Commission. The total contract amount is $38,452.53, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands infurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED

FOR FILING

April 30, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Rich and Sons Nursery on contract No. 3414, covering construction of guard rail on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County. This payment, in the amount of $3,015.89, will be made on or after May 10,1951. The retained percentage is $1,147.14.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible] ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 6, 1951

Section Reedsport- Scottsburg

Kind of work Guard Rail

Highway Umpqua

Section prefix 10-1042

Contractor Rich and Nursery

Contract number 3414

Date of contract September 29, 1950, 19

Date of completion May 31, 1951, 19

Date work started December 18, 1950, 19

Estimated date of completion April 1, 1951, 19

Amount of contract . . . . $ 37,600

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering . . . . $ 38,292

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1625.27, 4.3 %

Date project was completed April 1, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate being held up for information on price agreement

Signed R. D.

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
APR 10 1951
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 41608

RECEIVED
[illegible] 5 1951
FOR FILING

10-1042

3414

February 2, 1951

Rich & Sons Nursery
Route 4
Hillsboro
Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 23, 1951, had under discussion your request for an extension of time of 59 days, from December 31, 1950 to March 1, 1951, within which to complete your contract No. 3414 for construction of guard rail on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. B. Lytle,
Division Engineer

Raymon Asburry,
Resident Engineer

H. G. Smith

NOTED ON CARD

RECEIVED
JAN 17 1951
FOR FILING

10-104

3414

January 15, 1951

Request for extension of time
No. 8
January 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rich & Sons Nursery for an extension of time on Contract No. 3414, Reedsport-Scottsburg Guard Rail Construction on the Umpqua Highway, from December 31, 1950 to March 1, 1951.

The Contractor was unable to secure delivery of the necessary steel for the construction of the guard rail in sufficient time to complete the project by the specified date. He has prosecuted the work to the best of his ability, and I do not believe that the fault can be considered his.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
OCT 24 1950
FOR FILING

10-1042

3414

October 23, 1950

Rich & Sons Nursery
Route #4
Hillsboro
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3414 which was awarded to you on September 29, 1950 by the State Highway Commission, covering guard rail on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County.

An executed copy of the above contract is being sent to the surety on your bond also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/23

RECEIVED
OCT - 3 1950
FOR FILING

10-1042

3414

October 2, 1950

Rich & Sons, Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3414 for construction of a guardrail on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County. This award was based on your low bid of $37,600.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:ds
cc: S. H. Probert

U-322(1) Marion St. Br. Steel, Salem 1950

#3415

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3415	5-Post-final	Amer. Bridge Div. United States Steel Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2281	R-87123	$ 56.20	2/11/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1951

Time Extensions: To Nov. 1, 1952 without penalty

Completion Date: Aug. 8, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

POSTED ON CARD

RECEIVED
MAY 26 1953
FOR FILING

[illegible] (1)

3415

May 25, 1953

American Bridge Division
United States Steel Corporation
525 William Penn Place
Pittsburgh 30, Pennsylvania

Gentlemen:

We acknowledge with thanks your letter of May 20th to which was attached a release covering structural steel for the Marion Street Bridge across the Willamette River in Salem, Oregon, in connection with State Highway Contract No. 3415.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

525 William Penn Place
Pittsburgh 30, Pa.

R. A. SHAW
TREASURER
L. F. RAUP
ASSISTANT TREASURER
PARKS R. GARRETT
CREDIT MANAGER

May 20, 1953

3415

State Highway Commission
Salem, Oregon

Re: Release Covering Structural Steel
Marion Street Bridge on Salem -
Dallas Highway over Williamette River

Gentlemen:

The above release was inadvertantly placed in our files causing an unpardonable delay on our part. We hope we have caused you no inconvenience.

Yours very truly,

PRG:s

Credit Manager

Form A-189—1M—4-50

TO THE STATE HIGHWAY COMMISSION:

I, R. A. Shaw,

of the American Bridge Division, United States Steel Corp., *hereby accept the sum of* Fifty Six and 20/100 - - - - - - - - - - - - - - - - - - - *Dollars ($* 56.20*)* *as final payment for all work performed and material furnished, and acknowledge this amount, together with prior partial payments, to be payment in full for all claims against the* STATE OF OREGON *and the* OREGON STATE HIGHWAY COMMISSION, *and County of* Marion,

under contract No. 3415, *dated* September 29, *19*50,

for furnish & erect Marion Street Bridge Steel Spans on the Salem-Dallas highway over the Willamette River at Salem in Marion county, Oregon

I also certify that all claims for labor, materials, provisions and supplies furnished in connection with the above mentioned contract have been fully paid.

AMERICAN BRIDGE DIV., UNITED STATES STEEL CORP.
CONTRACTOR

By R A Shaw

Title Treasurer, Division

Subscribed and sworn to before me this 20th *day of* May, *A. D. 19*53

NOTARY PUBLIC

My commission expires February 15, 1957

State Printing Dept. 89368

files

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

525 William Penn Place
Pittsburgh 30, Pa.

R. A. SHAW
TREASURER

L. F. RAUP
ASSISTANT TREASURER

PARKS R. GARRETT
CREDIT MANAGER

RECEIVED
11 - 3[illegible]
3415

January 19, 1953

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Q-19 - Marion Street Bridge over Willamette
River - Bridge No. 7253, Salem,
Marion County, Oregon. Contract No. 3415

Under date of December 19, 1952, we notified you that as of midnight December 31, 1952, United States Steel Company would be merged into United States Steel Corporation. In this connection, enclosed is the surety's consent to the substitution of American Bridge Division, United States Steel Corporation for American Bridge Division, United States Steel Company, as contractor under this contract.

Yours very truly,

RAShaw
Assistant Secretary
United States Steel Corporation

RECEIVED

CONSENT OF SURETY

Effective as of midnight, December 31, 1952, United States Steel Company was merged into United States Steel Corporation and will transact business under the name of United States Steel Corporation.

Consent of surety is hereby given to the substitution of American Bridge Division, United States Steel Corporation, for American Bridge Division, United States Steel Company, as contractor under Contract No. Q19 3415 dated October 2, 1950, and the surety agrees that its Bond(s) No(s). 1776786 shall remain in full force and effect with such substitution of parties having been made.

UNITED STATES GUARANTEE COMPANY
Surety

By Vi K Scott
Vi K. Scott, Attorney-in-Fact

Certified Copy of

POWER OF ATTORNEY

Know All Men by These Presents, that the UNITED STATES GUARANTEE COMPANY of New York, New York, a corporation of the State of New York, has constituted and appointed, and does hereby constitute and appoint

Vi K. Scott, Jay W. Gleason, Bernadette Karnbauer, M. Elizabeth Seif, Donald M. Parke and Edward E. Stalling of Pittsburgh, Pennsylvania- - - - -

each its true and lawful Attorney-in-Fact to execute - under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon, or otherwise, bonds of either of the following classes, to-wit:

1. Bonds on behalf of contractors in connection with bids, proposals or contracts to or with the United States of America, any State or political subdivision thereof or any person, firm or corporation;
2. Surety Bonds to the United States of America or any agency thereof, including those required or permitted under the laws or regulations relating to Customs or Internal Revenue; License and Permit bonds or other indemnity bonds under the laws, ordinances or regulations of any State, City, Town, Village, Board or other body or organization, public or private; bonds to Transportation Companies, Lost Instrument bonds, Lease bonds, Workmen's Compensation bonds, Miscellaneous Surety bonds and bonds on behalf of Notaries Public, Sheriffs, Deputy Sheriffs and similar public officials.
3. Bonds and Undertakings required or permitted by law to be given or filed in any suit, matter or proceeding in any Court of the United States, or in any State or other Court, or given to or filed with any Sheriff or Magistrate within any State, for the doing or not doing of anything specified in such Bond or Undertaking, in which the penalty of the bond or liability incurred under such undertaking does not exceed with respect to Fiduciary Bonds the sum of - - - - - - - - - - Unlimited- - - - - Dollars ($ Unlimited), and with respect to all other types of Court Bonds the sum of - - - - - - Unlimited-c- - - - - - Dollars ($Unlimited).

IN WITNESS WHEREOF, the said UNITED STATES GUARANTEE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice-President and Assistant Secretary and its corporate seal to be hereto affixed this 16th day of May 1952

UNITED STATES GUARANTEE COMPANY
By

1890

Th. R. Dew
THOS. R. DEW
Vice-President

Frederick C. Gardner
FREDERICK C. GARDNER
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss:

On this 16th day of May, 1952, before me personally came Frederick C. Gardner, to me known and by me known to be Assistant Secretary of the UNITED STATES GUARANTEE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Frederick C. Gardner being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the UNITED STATES GUARANTEE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Thos. R. Dew and knows him to be Vice-President of said Company, and that the signature of said Thos. R. Dew subscribed to said Power of Attorney is in the genuine handwriting of said Thos. R. Dew and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

WINIFRED A. BRANLEY

Winifred A. Branley
Notary Public

WINIFRED A. BRANLEY
Notary Public, State of New York
No. 43-5426050
Qualified in Richmond County
Certificates filed with
Richmond and New York Co. Clerk's Offices
Commission Expires March 30, 1954

Form 620-C—D-6824

CITY AND COUNTY OF NEW YORK: ss.

I, the undersigned, Assistant Secretary of the UNITED STATES GUARANTEE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of said Company as adopted by its Board of Directors on November 13, 1950, and that the same has not since been rescinded, to-wit:

"ARTICLE VII. EXECUTION OF BONDS, ETC.

> All bonds, undertakings, contracts, powers of attorney and other instruments for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either (1) by its President, or a Vice-President, jointly with its Secretary, or an Assistant Secretary, under their respective designations or (2) by Chubb & Son, Managers, — except that:
>
> (*a*) any officer or officers, agent or agents, attorney-in-fact or attorneys-in-fact, designated in any resolution of the Board of Directors or Executive Committee adopted either before or after the making of this By-Law, or in any power of attorney executed as provided for in this section, or as authorized by Chubb & Son, Managers, may execute in the manner prescribed in such resolution or power of attorney or authority any such bond, undertaking or other obligation which he or they shall be empowered to execute by such resolution or power of attorney or authorization;"

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said UNITED STATES GUARANTEE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and the seal of said Company at New York, N. Y., this 13th day of January 19 53

Assistant Secretary

R

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DEC 1 1952
FOR FILING

11-3-..(1)

3415

December 30, 1952

American Bridge Division
United States Steel Company
525 William Penn Place
Pittsburg 30, Pennsylvania

Attention: Mr. Norman B. Obbard
Vice President

Gentlemen:

We have your letter of December 19 in which you state that as of midnight, December 31, 1952, United States Steel Company will be merged into United States Steel Corporation.

The American Bridge Division of United States Steel has completed as of August 8, 1952, State Highway Contract No. 3415 for steel spans over the Willamette River at Salem, and the job was accepted by the Highway Commission on August 18, 1952. Final payment was mailed on November 3, 1952. As this contract has been completed, accepted and paid for, it does not appear that the change in name of United States Steel will affect its status in any way.

It will be necessary, however, for the United States Steel Corporation to submit a prequalification statement in that name as the statement we now have is for United States Steel Company. New statements are ordinarily required by April 1 of each year and your statement will not be required prior to that time unless the Corporation wishes to bid on a project. No prequalification statement is required unless the Corporation wishes to bid as a principal contractor.

Attached are four prequalification forms for use with the Oregon State Highway Department, only one of which need be returned to this office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

American Bridge
DIVISION
UNITED STATES STEEL COMPANY

NORMAN B. OBBARD
VICE PRESIDENT
EUGENE MOWLDS, JR.
ASST. GENERAL CONTRACTING MANAGER
JAMES C. HAMILTON
ASSISTANT TO VICE PRESIDENT

525 William Penn Place
Pittsburgh 30, Pa.

December 19, 1952

State of Oregon
Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

3415

Re: Q 19 - Marion Street Bridge over
Willamette River Bridge #7253
Salem, Marion County, Oregon

Dear Sir:

As of midnight December 31, 1952, United States Steel Company will be merged into United States Steel Corporation. United States Steel Corporation will succeed to all of the properties and rights of United States Steel Company and assume all of the responsibilities and obligations of such Company.

As of January 1, 1953, all business formerly conducted by the American Bridge Division, United States Steel Company, will be conducted in the name of American Bridge Division, United States Steel Corporation.

Due to the fact that the contract(s) with you will extend past that date, we wish immediately to take all steps necessary to insure its (their) continuance without interruptions or confusion as well as to insure the honoring of invoices rendered after that date in the name of American Bridge Division, United States Steel Corporation. We believe that the only further action which will be required on our part will be the filing of a rider to the bond furnished under the above contract and such will be furnished as soon as it is available.

If required by you, we will furnish a copy of certification by the Secretary of State of New Jersey evidencing the merger as soon as the same is available.

We trust that this notice is satisfactory but will appreciate your acknowledgment and any further suggestions which you might have.

Very truly yours,

RECEIVED

Vice President

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 31, 1952

(CONTRACT NO.) 3415	(EST. NO.)	(CONTRACTOR)
3415	1-final	American Bridge Div. U S Steel Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20325	B-52949	$ 47,959.59	10/30/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: extended to Nov. 1, 1952 without penalty

Completion Date: Aug. 8, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-31-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible]
a. a. Wicklander

RECEIVED
SEP 4 1952
FOR FILING

September 3, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway contract No. 3415 covering steel spans for Marion Street Bridge on the Salem-Dallas Highway in Marion County was completed by the contractor, American Bridge Co., on August 8 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $47,959.59 will be released to the contractor on or after September 13, 1952. The total contract amount is $259,632.50, of which amount $297.29 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 1[illegible] 1952
FOR FILING

3415

June 6, 1952

American Bridge Co.
United States National Bank Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on May 26, 1952, had under discussion your request for an extension of time of 120 days, from July 1 to and including November 1, 1952, within which to complete your contract No. 3415 covering steel spans for Marion Street Bridge in Salem, Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jansen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
6-6-52

RECEIVED
JUN 3 1952
FOR FILING

May 20, 1952

Request for extension of time
No. 9. Last request for
May 26-27 meeting.

State Highway Commission

Gentlemen:

Re: Marion Street Bridge Steel Spans
Contract No. [illegible]

The American Bridge Company, contractors for the furnishing and erecting of structural steel on the Marion Street Bridge, are requesting a second extension of time to and including November 1, 1952, for the completion of work on the project.

The contract completion date was August 31, 1951. It was previously extended to July 1, 1952. The delay is entirely occasioned by the restrictions upon the furnishing of structural steel. The steel is now arriving on the project, and it is anticipated that all of it will be on the site by June 15. The steel erectors have every intention of having the job far enough along by August so that the concrete deck placement can be started. The additional time is to clean up the work that can be done after the starting of the placing of the deck.

It is recommended that the extension be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 21, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Center Street Bridge, 3Q52
structural steel.

Dear Sir:

Reference is made to Mr. Paxson's letter dated May 12, 1952.

We have just received a copy of the following telegram from the Washington Office addressed to Divison Engineer Lynch dated May 20, 1952:

> "OREGON-S 3Q52 QUOTA INCREASED 20 TONS SHAPES, 25 TONS PLATES, AND 45 TONS OTHER STEEL FOR CENTER STREET BRIDGE IN SALEM."

Very truly yours,

C. G. POLK
District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

CC - C. A. Gardner

RECEIVED
MAY 21 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

[illegible] (2)

[illegible]

REFERRED TO Mrs Lewis BY SECRETARY

noted on card

February 8, 1953

Mr. R. A. Shaw
Assistant Secretary
United States Steel Company
525 William Penn Place
Pittsburgh 30, Pa.

RECEIVED

Dear Mr. Shaw:

This acknowledges your letter of January 30, 1952 and enclosures concerning the merger of the American Bridge Company into the United States Steel Company. The first enclosure was the certificate of the State of New Jersey, Department of State, and the other was consent of the United States Guarantee Company to such merger and substitution of the American Bridge Division, United States Steel Company for American Bridge Company in connection with Oregon State Highway Contract No. 3415 for construction of the Marion Street Bridge in Salem, Oregon.

The merger has been approved by Mr. C. W. Enfield, Chief Counsel, Oregon State Highway Commission, and I am instructing the Auditor today to prepare vouchers in connection with this project in favor of the American Bridge Division, United States Steel Company, pursuant to the evidence submitted.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Mr. G. S. Paxson
Mr. C. H. Maison (2)
Mr. Floyd Query

NOTED ON CARD
2-5-52

P. S. Mr. Maison: I attach hereto for your information and presentation to the Secretary of State a copy of the merger evidence as submitted. The original of each has been filed in Contract 3415. If necessary, I will certify the papers to be sent to the Secretary of State.

Will you please hereafter prepare the vouchers in accordance with the new name.

HBG:

American Bridge
DIVISION
UNITED STATES STEEL COMPANY

525 William Penn Place
Pittsburgh 30, Pa.

R. A. SHAW
SECRETARY AND TREASURER
L. F. RAUP
ASSISTANT SECRETARY AND ASSISTANT TREASURER
PARKS R. GARRETT
CREDIT MANAGER

January 30, 1952

State Highway Department
State of Oregon
Salem, Oregon

Attention Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

Bridge No. 7253

In order to furnish evidence of merger as requested in your letter of January 3rd, we enclose herewith copy of certification by the Secretary of State of New Jersey. This will support the substitution of parties which has been effected on the subject contract.

We also enclose the United States Guarantee Company's consent to the substitution of American Bridge Division, United States Steel Company for American Bridge Company, as contractor under this contract.

Yours very truly,

RaShaw

Assistant Secretary
United States Steel Company

Approved - Chatfield

ACKNOWLEDGED
H. B. GLAISYER

2-4-52

RECEIVED
MAR [illegible] 1952
FOR FILING

files

[illegible]
[illegible]

January 3, 1952

American Bridge Company
525 William Penn Place
Pittsburgh, Pennsylvania

Attention of the Vice President

Gentlemen:

Reference is made to your letter of December 19, advising of the merger of the American Bridge Company into the United States Steel Company. We will require a rider for the bond and, in order to make the record complete, will appreciate a copy of the certification of merger so that authority to make payment under the new arrangement will be definite.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

has the rider [illegible] — it has
[illegible]

NOTED
F. QUERY

AMERICAN BRIDGE COMPANY
United States Steel Corporation Subsidiary

REFERRED TO [illegible]
BY SECRETARY

Norman B. Obbard
Vice President
Eugene Mowlds, Jr.
Asst. General Contracting Manager
James C. Hamilton
Assistant to Vice President

525 William Penn Place
Pittsburgh 30, Pa.,

December 19, 1951

SUBJECT: Marion Street Bridge, Over Willamette River, Bridge #7253, Salem, Marioun County, Oregon

State of Oregon
Highway Commission
Salem, Oregon

Dear Sir:

As of the close of business December 31, 1951, this Company will be merged into United States Steel Company, another wholly owned subsidiary of United States Steel Corporation, and will become a general operating Division of that Company. United States Steel Company will succeed to all of the properties and rights of American Bridge Company and assume all of the responsibilities and obligations of such Company.

As of January 1, 1952, all business formerly conducted by the American Bridge Company will be conducted in the name of American Bridge Division, United States Steel Company.

Due to the fact that the above contract (s) will extend past that date, we wish to immediately take all steps necessary to insure its (their) continuance without interruptions or confusion as well as to insure the honoring of invoices rendered after that date in the name of American Bridge Division, United States Steel Company. We believe that the only further action which will be required on our part will be the filing of a rider to the bond furnished under the above contract and such will be furnished as soon as it is available.

If required by you, we will furnish a copy of Certification by the Secretary of State of New Jersey evidencing the merger as soon as the same is available.

We trust that this notice is satisfactory but will appreciate your acknowledgment and any further suggestions which you might have.

Very truly yours

/s/ not legible

Vice President

U-222(i)

3415

Avery

Do we have any contracts that will be effected by this?

HBB

Yes - Marion Street Bridge Steel Contract #3415

Poeson handling 1/4/52 referred letter to Seabert & Pollard with company.

RECEIVED
FOR FILING

Mr [illegible]

American Bridge Company
UNITED STATES STEEL CORPORATION SUBSIDIARY

NORMAN B. OBBARD
VICE PRESIDENT
EUGENE MOWLDS, JR.
ASST. GENERAL CONTRACTING MANAGER
JAMES C. HAMILTON
ASSISTANT TO VICE PRESIDENT

525 William Penn Place
Pittsburgh 30, Pa.

REFERRED TO
BY SECRETARY

[illegible]

December 19, 1951

SUBJECT: Marion Street Bridge, Over Willamette River, Bridge #7253, Salem, Marioun County, Oregon

NOTED
F. QUERY

State of Oregon
Highway Commission
Salem, Oregon

Dear Sir:

As of the close of business December 31, 1951, this Company will be merged into United States Steel Company, another wholly owned subsidiary of United States Steel Corporation, and will become a general operating Division of that Company. United States Steel Company will succeed to all of the properties and rights of American Bridge Company and assume all of the responsibilities and obligations of such Company.

As of January 1, 1952, all business formerly conducted by the American Bridge Company will be conducted in the name of American Bridge Division, United States Steel Company.

Due to the fact that the above contract (s) will extend past that date, we wish to immediately take all steps necessary to insure its (their) continuance without interruptions or confusion as well as to insure the honoring of invoices rendered after that date in the name of American Bridge Division, United States Steel Company. We believe that the only further action which will be required on our part will be the filing of a rider to the bond furnished under the above contract and such will be furnished as soon as it is available.

If required by you, we will furnish a copy of Certification by the Secretary of State of New Jersey evidencing the merger as soon as the same is available.

We trust that this notice is satisfactory but will appreciate your acknowledgment and any further suggestions which you might have.

Very truly yours,

Vice President

RECEIVED
NOV [illegible]
FOR FILING

4-322 (1)

3415

October 23, 1951

American Bridge Co.
U. S. National Bank Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 304 days, from August 31, 1951 to and including July 1, 1952, within which to complete your contract No. 3415 for constructing steel spans on Marion Street Bridge at Salem on the Salem-Dallas Highway, Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: F. D. Eason,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
1951
FOR FILING

[illegible]
3415

September 19, 1951

Request for extension of time
No. 3
October 11 and 12 meeting.

State Highway Commission

Gentlemen:

Re: Marion Street Bridge Steel
Spans, Contract 3415
American Bridge Company,
Contractor

Herewith application from the American Bridge Company, contractor for the steel spans of the Marion Street Bridge over the Willamette River at Salem, for an extension of time from August 31, 1951 to and including July 1, 1952, for the completion of the work under this contract.

This contract was let September 29, 1950 and was to have been completed August 31, 1951. Structural steel has been held up because of Federal regulations and will not be available for erection until about the first of January. Stream conditions will not permit erection until about April 1. The delay has not been the fault of the contractor, and it is recommended that the extension be granted without penalty to the contractor.

Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
[illegible] 1951
FOR FILING
U-322(1)
3412

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1)
Marion Street Bridge
Your request for critical materials
dated July 26, 1951

Dear Sir:

Attached is copy DO-J-3 rating dated August 3, 1951, BPR Serial No. D 35-34 covering materials listed in subject request.

Very truly yours,

C. G. POLK
Acting District Engineer

Encl.

Original referred to file [illegible] 1951

RECEIVED

FOR FILING

U-322(1)

3418

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1)
Your application for directive

Dear Sir:

A copy of a telegram addressed to W. H. Lynch from Deputy Commissioner Clark has just been received:

> "REURTEL JULY 30 QUOTING WIRE FROM PAXSON RELATIVE STEEL FOR OREGON U-322(1). PAXSON HAS OBVIOUSLY MISUNDERSTOOD NPA RULING REGARDING ISSUING OF DIRECTIVES. NPA WILL NOT AT PRESENT ISSUE DIRECTIVE FOR HIGHWAY STEEL ORDER UNLESS SOME OTHER ORDER IN APPROXIMATELY SAME AMOUNT AND KIND OF STEEL NOW IN ROLLING SCHEDULE AT SAME MILL IS WITHDRAWN TO MAKE ROOM FOR ORDER TO BE COVERED BY DIRECTIVE. IT IS NOT A QUESTION OF REDUCING THE QUANTITY OF STEEL COVERED BY CMP ALLOTMENTS BUT OF ACTUALLY SUBSTITUTING ONE ORDER FOR ANOTHER IN THE MILL ROLLING SCHEDULE. ORDER WITHDRAWN WOULD HAVE TO BE SCHEDULED FOR ROLLING AT APPROXIMATELY SAME TIME AS DESIRED FOR ROLLING OF PREFERRED ORDER."

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow
W. H. SCHWIESOW
Highway Engineer

cc - C. A. Gardner

RECEIVED
1951
FOR FILING

U-322 (1)

3415

August 1, 1951

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Willamette River Bridge
at Marion Street, Salem, Oregon

Reference is made to your Public Notice for application made by the American Bridge Company for placing of falsework during the erection of the Marion Street Bridge across the Willamette River at Salem. This schedule of falsework has been reviewed by the Oregon State Highway Department and in our judgment is the minimum practicable falsework for the steel erection. We would strongly urge that favorable consideration be given to this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSPgn
cc G. S. Paxson

RECEIVED

FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Oregon Project U-322(1)
Marion Street Bridge
Oregon Project S-104(1)
Jasper Bridge
Revalidation of existent priority requests

Dear Sir:

Reference is made to your letter dated June 26, 1951 concerning subject projects.

After consultation with your bridge department we sent the following telegram to our Washington Office in response to Deputy Commissioner Clark's telegram of June 26, 1951 concerning revalidation, copy of which has been furnished you:

> "RE CLARK'S WIRE JUNE 26. OREGON REQUESTS REVALIDATION FOLLOWING PROJECTS: MARION STREET BRIDGE, PROJECT U-322(1), RATING AUTHORIZATION NUMBER 1689 COVERING 473.65 TONS LOW ALLOY STEEL AND 148.45 TONS CARBON STEEL NO DELIVERY DATE SPECIFIED BUT NEEDED IN THIRD QUARTER STOP ALSO JASPER BRIDGE PROJECT S-104(1) RATING AUTHORIZATION PR-472 COVERING 23.34 TONS CARBON STEEL FOR THIRD QUARTER DELIVERY STOP STATE ANXIOUS TO REVALIDATE OTHER RATED PROJECTS HOWEVER IT FEARS EXCEEDING ESTABLISHED 1438 TONS THIRD QUARTER ALLOTMENT WHICH WILL BE EXHAUSTED BY FIRST 17 ITEMS OF REVISED PRIORITY LIST AS PER BALDOCK'S JUNE 22 LETTER STOP."

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

Copy sent to Mr. Paxson June 27 - ER

RECEIVED
[illegible] 1951
FORM [illegible]
FOR FILING

FAM-[illegible]
31/15

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May [illegible], 1951

SUBJECT:

To:

American Bridge Company
U. S. National Bank Building
309 S. W. Sixth Avenue
Portland 4, Oregon

Gentlemen:

You advised that it is impossible to secure without priority assistance the sheet lead which we specify for the setting of the shoes for the girders at the Marion Street Bridge in Salem and at the Payette Bridge over the Snake River. The Bureau of Public Roads has advised that priorities are not available for the material. We will, therefore, substitute for the sheet lead three layers of heavy canvas. The pier tops will be coated with white lead prior to the laying of the first layer of canvas, and each layer is to be coated with white lead before the succeeding layer is placed. On top of the third canvas layer and just before setting the shoes, a coating of white lead should be applied. In this substitution it is [illegible] that extreme care be used in the finishing of the pier tops.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:[illegible]

cc: [illegible] Jensen
[illegible] Kemmer

RECEIVED
MAR 1951
FOR FILING

U-322(1)

3/15

March 1, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Marion Street Bridge
Salem-Dallas Highway
F. A. Oregon U-322(1)

The furnishing and erecting of the structural steel girder spans of the Marion Street Bridge over the Willamette River in Salem is to be done under a contract in the amount of $269,026.50, awarded to the American Bridge Company, dated September 29, 1950. Under the contract this work was to have been completed August 31, 1951. We are now in receipt of a letter, a copy of which is attached, advising that fabricating dates for this material have been postponed until August or September of this year with the probability that still further delay will be encountered.

This structural steel contract is one unit of the project. A contract for the piers, in the amount of $271,227, was awarded May 26, 1950, and this work is practically complete. A contract for the approaches and for the concrete deck on the steel spans was awarded to the General Construction Company of Portland, Oregon, in the amount of $767,736. The total contract amount of the entire project is $1,307,989.50.

The work on the approach contract is progressing satisfactorily, but cannot be completed until the steel girder spans are finished. Falsework cannot be maintained in the Willamette River after the first of November, and, if fabrication is delayed until August or later, delivery of the steel to the job will be too late to permit erection this year. This will prevent the completion of the approach contractor's work and will cause him very considerable loss.

The Marion Street Bridge is an essential part of the urban highway program now under construction in the City of Salem. Traffic at present is carried by a two-lane bridge two blocks to the south of the Marion Street site. This bridge has a 24-foot roadway. The average daily traffic across the existing bridge is 15,000 vehicles. At the east end of the existing bridge the main line track of the Oregon Electric Railway and a freight line of the Southern Pacific Company are crossed at grade. Traffic observations show that the roadway is blocked on an average day by train movements 36 times with a total closure of 32 minutes. Many industrial developments west of the river are of particular importance in the defense program. The most important log dumps are in this area, and logs from the east of the river are hauled across the bridge. The traffic congestion on the existing bridge is the cause of numerous accidents and loss of time in serving these industries.

The structural steel required for the project is 622.1 tons, divided into the following classifications:

	Low Alloy Steel	Carbon Steel
Heavy shapes	260,850 lbs.	132,100 lbs.
Plates	607,050 lbs.	70,550 lbs.
Bars		85,600 lbs.
CB's	79,400 lbs.	500 lbs.
Pipe		3,900 lbs.
Fgd. Steel		2,200 lbs.
Shop Weld		1,235 lbs.
Misc.		505 lbs.
Field Weld		10 lbs.
Total	947,300 lbs.	296,900 lbs.

All of the above material will be secured from the U. S. Steel Corporation's Gary, Indiana, Plant with the exception of 42,300 pounds of heavy shapes which will be produced in the Pittsburgh area.

In view of the importance of the project and the large loss that will be suffered by the contractors due to construction delays, we request that assistance be given in securing early delivery of the structural steel to the American Bridge Company for fabrication. We ask that this application be forwarded to your Washington, D. C. office for presentation to the proper authority exercising control of such materials.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

AMERICAN BRIDGE COMPANY

United States Steel Corporation Subsidiary

United States National Bank Building

309 S. W. Sixth Avenue

Portland 4, Oregon

J.R. Fox
Contracting Manager
San Francisco, California February 26, 1951

Walter J. Gross
Assistant Contracting Manager
Portland, Oregon

C O P Y

Oregon State Highway Commission
State Office Building
Salem, Oregon

Marion Street Bridge
Salem, Oregon

Attention: Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

This is to advise you that our fabricating plant at Gary, Indiana, has now pushed back the fabricating dates on the above bridge to August and September. The prime reason for this is due to shortage of material brought about by reduction in our mill quota.

Frankly, with an unrated project it is very questionable and probable that the fabrication will not be made even in August and September, as a constant flow of DO orders is being entered, as well as directives being issued which automatically take precedence over any unrated order. In view of the fact that these rated orders take their place in sequence, the unrated orders will continue to be pushed further back on the Plant schedule.

If there is any possibility of your securing a DO rating for this project it would seem advisable, as this would give you the only possible chance to secure material in time to fabricate in August and September.

Very truly yours,

(sgd) W. J. Gross
Assistant Contracting Manager

RECEIVED
FOR FILING

U-32

3415

December 6, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with your request by telephone, we are enclosing six copies of the last page of the P. S. & E. estimate for Project No. U-322 (1) revised to show the Federal funds requested as $555,000.00.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWM:gs

Encl.

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (1)

MARION STREET BRIDGE ON THE SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 30, 1950

MARION STREET BRIDGE

Type Code X931
(Sta. 34+08.32 to 58+00)
Steel Superstructure (Contract No. 3415)

900,000	lbs.	Structural Low Alloy Steel	$ 0.193	$ 173,700.00
328,000	lbs.	Structural Carbon Steel	0.1775	58,220.00
11	M-FBM	Treated Lumber in Place	330.00	3,630.00
				$ 235,550.00

Concrete Approach Spans

3,095	cu. yds.	Structural Excavation	$10.00	$ 30,950.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
15,400	lin. ft.	Furnish Treated Piling	1.50	23,100.00
518	~~lin. ft.~~ only	Drive Timber Piles	50.00	25,900.00
6,260	cu. yds.	Class "A" Concrete	60.00	375,600.00
1,134,000	lbs.	Metal Reinforcing	0.115	130,410.00
5,564	lin. ft.	Metal Rail	12.00	66,768.00
All Required		Painting Structural Steel		24,800.00
All Required		Electric Heating System in Place (65%)		16,250.00
All Required		Electric Lighting System in Place (60%)		4,800.00
130	tons	Class "B" Asphaltic Concrete	8.00	1,040.00
1.3	tons	RS-1 Emulsified Asphalt	50.00	65.00
6	cu. yds.	Aggregate in Seal Coat	5.00	30.00
				$ 699,813.00

Subtotal	$ 935,363.00
10% Engr. & Cont.	93,536.30
Total	$1,028,899.30

Type Code X221
West Salem Grade Separation Structure
(Sta. 60+07.26 to 61+52.14)

80	cu. yds.	Structural Excavation	$ 10.00	$ 800.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
1,500	lin. ft.	Furnish Treated Timber Piling	1.50	2,250.00
1,150	lin. ft.	Furnish Steel Piling	6.00	6,900.00
48	only	Drive Timber Piles	50.00	2,400.00
16	only	Drive Steel Piles	100.00	1,600.00
305	cu. yds.	Class "A" Concrete	60.00	18,300.00
58,000	lbs.	Metal Reinforcing	0.115	6,670.00
310	lin. ft.	Metal Rail	12.00	3,720.00
All Required		Electric Lighting System in Place (10%)		800.00
		Subtotal		$ 43,540.00
		10% Engr. & Cont.		4,354.00
		Total		$ 47,894.00

Type Code 6708
Roadway (Sta. 31+89.57 to 34+08.32)

5	cu. yds.	Structural Excavation	$ 10.00	$ 50.00
205	cu. yds.	Class "A" Concrete	60.00	12,300.00
660	sq. yds.	Concrete Pavement	4.00	2,640.00
26,000	lbs.	Metal Reinforcing	0.115	2,990.00
436	lin. ft.	Metal Rail	12.00	5,232.00
All Required		Electric Heating System in Place (35%)		8,750.00
All Required		Electric Lighting System in Place (30%)		2,400.00
2,300	cu. yds.	Special Gravel Fill	3.50	8,050.00
40	~~cu. yds.~~ lf	8" Concrete Sewer Pipe	2.00	80.00
60	M-gal.	Sprinkling	2.00	120.00
70	tons	Class "B" Asphaltic Concrete	8.00	560.00
0.7	ton	RS-1 Emulsified Asphalt	50.00	35.00
4	cu. yds.	Aggregate in Seal Coat	5.00	20.00
		Subtotal		$ 43,227.00
		10% Engr. & Cont.		4,322.70
		Total		$ 47,549.70

Length of Roadway	0.042 mile
Length of Bridge	0.453 mile
Length of Grade Separation Structure	0.027 mile
Total Length	0.521 mile
Cost per mile, Roadway	$1,132,135.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds		State Funds	
Marion Street Bridge	$1,028,899.30	~~$457,556.00~~	507887-	~~$571,343.30~~	521012.30
Grade Separation Structure	47,894.00	~~21,299.00~~	23642-	~~26,595.00~~	24252.00
Roadway	47,549.70	~~21,145.00~~	23471-	~~26,404.70~~	24078.70
	$1,124,343.00	~~$500,000.00~~ 555000—		~~$624,343.00~~ 569,343.00	

State Project (Nonparticipating)

Main Span Piers (Contract No. 3348)

All Required		Shoring, Cribbing, Etc.		$110,000.00
2,600	cu. yds.	Structural Excavation	$ 4.00	10,400.00
40	cu. yds.	Structural Excavation Below Elevation Shown	5.00	200.00
9,700	lin. ft.	Furnish Foundation Piling	0.90	8,730.00
298	only	Drive Piles	80.00	23,840.00
1,840	cu. yds.	Class "A" Concrete	40.00	73,600.00
220,000	lbs.	Metal Reinforcement	0.09	19,800.00
				$246,570.00

December 1, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six sets of small scale plans for the Marion Street Bridge, Project No. U-322 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWM:nd

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (1)

MARION STREET BRIDGE ON THE SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1950

Type Code X931

Steel Superstructure (Sta. 39+06.07 to 46+77.25)

900,000	lbs.	Structural Low Alloy Steel	$ 0.20	$180,000.00
328,000	lbs.	Structural Carbon Steel	0.19	62,320.00
11	M-FBM	Treated Lumber in Place	250.00	2,750.00
			Subtotal	$245,070.00
			10% Engr. & Cont.	24,507.00
			Total	$269,577.00

Length of Steel Superstructure .0146 mile

Federal Urban Funds- -	$150,000.00
State Funds- -	119,577.00
	$269,577.00

Ⓐ

State Project (Nonparticipating)

Main Span Piers (Contract No. 3348)

All Required		Shoring, Cribbing, Etc.		$110,000.00
2,600	cu. yds.	Structural Excavation	$ 4.00	10,400.00
40	cu. yds.	Structural Excavation Below Elevation Shown	5.00	200.00
9,700	lin. ft.	Furnish Foundation Piling	0.90	8,730.00
298	only	Drive Piles	80.00	23,840.00
1,840	cu. yds.	Class "A" Concrete	40.00	73,600.00
220,000	lbs.	Metal Reinforcement	0.09	19,800.00
				$246,570.00

1

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (1)

MARION STREET BRIDGE ON THE SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September ~~6~~ 27, 1950

Type Code X931
Steel Superstructure (Sta. 39+08.07 to 46+77.25)

900,000	lbs.	Structure Low Alloy Steel	.20 ~~$0.18~~	~~$162,000.00~~	180000 –
328,000	lbs.	Structure Carbon Steel	.19 ~~0.17~~	~~55,760.00~~	62320 –
11	M-FBM	Treated Lumber in Place	250.00	2,750.00	
		Subtotal		~~$220,510.00~~	245070.00
		10% Engr. & Cont.		~~22,051.00~~	24507 –
		Total		~~$242,561.00~~	269577.00

Length of Steel Superstructure .0146 mile

Federal Urban Funds- -	~~$145,000.00~~	150000.00
State Funds- -	~~97,561.00~~	119577.00
	~~$242,561.00~~	269577.00

State Project (Non-participating)

Main Span Piers (Contract No. 3348)

All Required		Shoring, Cribbing, Etc.		$110,000.00
2,600	cu. yds.	Structural Excavation	$ 4.00	10,400.00
40	cu. yds.	Structural Excavation Below Elevation Shown	5.00	200.00
9,700	lin.ft.	Furnish Foundation Piling	0.90	8,730.00
298	only	Drive Piles	80.00	23,840.00
1,840	cu. yds.	Class "A" Concrete	40.00	73,600.00
220,000	lbs.	Metal Reinforcement	0.09	19,800.00
				$246,570.00

MARION STREET BRIDGE

(Steel Superstructure)

Project No. U-322 (1)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

September 6, 1950

September 11, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover seven sets of small scale plans for the Marion Street Bridge, Project No. U-322 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:ew

September 6, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Marion Street Bridge (Steel Superstructure) Project No. U-322 (1).

Two sets of full scale plans and six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMH:ew

Encl.

April 17, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
portland, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Marion Street Bridge, Project No. U-322 (1) in which estimate the unit prices for several of the bid items have been revised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JHN:nd

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (1)

MARION STREET BRIDGE OF THE

SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 10, 1950

Type Code X931

Main Span Piers

All Required		Shoring, Cribbing, Etc.		$ 80,000.00
2,600	cu. yds.	Structural Excavation	$10.00	26,000.00
40	cu. yds.	Structural Excavation Below Elevations Shown	10.00	400.00
9,700	lin. ft.	Furnish Foundation Piling	0.40	3,880.00
298	only	Drive Piles	45.00	13,410.00
1,840	cu. yds.	Class "A" Concrete	55.00	101,200.00
220,000	lbs.	Metal Reinforcement	0.10	22,000.00
			Subtotal	$246,890.00
			10% Engr. & Cont.	24,689.00
			Total	$271,579.00

Federal Urban Funds- -$150,000.00
State Funds- 121,579.00

$271,579.00

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (1)

MARION STREET BRIDGE ON THE SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 17, 1950

Type Code X931

Main Span Piers

All Required		Shoring, Cribbing, Etc.		$ 80,000.00
2,200	cu. yds.	Structural Excavation	$ 10.00	22,000.00
40	cu. yds.	Structural Excavation Below Elevations Shown	10.00	400.00
9,400	lin. ft.	Furnish Foundation Piling	0.40	3,760.00
286	only	Drive Piles	45.00	12,870.00
1,800	cu. yds.	Class "A" Concrete	55.00	99,000.00
220,000	lbs.	Metal Reinforcement	0.10	22,000.00
			Subtotal	$240,030.00
			10% Engr. & Cont.	24,003.00
			Total	$264,033.00

Federal Urban Funds- -	$150,000.00
State Funds- -	114,033.00
	$264,033.00

MARION STREET BRIDGE PIERS

PROJECT NO. U-322 (1)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 5, 1950

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

April 7, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. U-322(1), Marion Street Bridge Piers on the Salem-Dallas Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

April 5, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Marion Street (Salem) Bridge Piers, Project No. U-322(1).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JW:gs

Encl.

Oregon State Highway Department

Federal Aid Urban
Project No. U-322 (1)

MARION STREET BRIDGE ON THE SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 5, 1950

Type Code X931

Main Span Piers

All Required		Shoring, Cribbing, Etc.		$ 60,000.00
2,200	cu. yds.	Structural Excavation	$ 10.00	22,000.00
40	cu. yds.	Structural Excavation Below Elevations Shown	10.00	400.00
9,400	lin. ft.	Furnish Foundation Piling	0.40	3,760.00
286	only	Drive Piles	40.00	11,440.00
1,800	cu. yds.	Class "A" Concrete	50.00	90,000.00
220,000	lbs.	Metal Reinforcement	0.095	20,900.00
			Subtotal	$208,500.00
			10% Engr. & Cont.	20,850.00
			Total	$229,350.00

Federal Urban Funds- -	$137,000.00
State Funds- -	92,350.00
	$229,350.00

MARION STREET BRIDGE

PROJECT NO. U-322(1)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

December 1, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

DISTRICT
MONTANA
OREGON
IDAHO

P. O. BOX 3900
PORTLAND 8, OREGON

December 7, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Reference is made to P.S.& E. submission for concrete approaches and paving and painting of the Steel structure and miscellaneous items of Oregon Project U-322(1). Marion Street Bridge.

The completed papers for this large project were not received in this office until practically time for advertising so that our review has been rather sketchy. We find numerous small deletions or insufficient information on the plans and the special provisions do not cover the necessary matters clearly.

The title and plan sheets 1 and 2 refer to the project prefix as FAU instead of U. On the estimate the quantity of Drive Timber Pile is shown as lin. ft. instead of "only" or "each". Under Roadway Type 6708 the quantity of 8"Concrete Sewer Pipe is shown as cu. yds. instead of lin. ft., etc.

Elevations of structure curbs on decks are omitted on a number of the plan sheets and the entire project shows a desire for speed without adequate check.

We are again making an exception in order that bids may be received at your December opening, however, we again insist that earlier submissions must be made since our force is not large enough to review so many projects in only a few days.

Very truly yours,

T.M. Davis

T. M. DAVIS
District Engineer

TMD:re

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 14, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. U-322(1) Marion Street Bridge (Steel Superstructure) Section of the Salem-Dallas Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Drawing No. 9620 shows an overall width of 35.5,' 3.5' on the left or safety curb side of the plan section whereas drawing No. 9622, typical cross section plan shows an overall width of 34.5' with 2.5' on the left or safety curb side. We assume the latter section is correct and are changing the plans accordingly.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

November 16, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Urban Highway Program
(Previous program)

(Date of approval)

NTY Marion and Polk

Route No. U-280-123

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	16	U-322 (1)	Edgewater & Clark Ave. to Marion & Commercial Sts. (Salem)	Survey-Plans					Br., R.R. & Str. overpass, embankment apprs. 2-lane (one-way) high-type pavement
				Right-of-Way					
				Construction	1,200,000	600,000	600,000		
				Total	1,200,000	600,000	600,000	0.57	
QUESTED Revision	16	U-322 (1)	Clark Ave. to Marion & Commercial Sts. (Salem)	Survey-Plans					Br., R.R. St. overpass, Hwy. separation Str., Emb. apprs., 2-lane (one-way) high-type pavement
				Right-of-Way					
				Construction	1,200,000	600,000	600,000		
				Total	1,200,000	600,000	600,000		

Program Balance of changes is $ ______ funds subsequent to approval of this and previously recommended Program Revision Request

Date November 16, 1950

By ______
(State Highway Engineer)

Reason for change: To change description of proposed work to include construction of grade separation structure at intersection of Marion St. bridge approach and Center St. bridge approach, near Clark Avenue

mmended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
[redacted]

P. O. BOX 3900
PORTLAND 8, OREGON

December 6, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program change in Item 16, Project U-322(1), of the revised cumulative Postwar Federal Aid Urban Highway Program requested November 16, 1950 has been approved effective December 1, 1950.

This action changes the description of the proposed work to include the construction of a grade separation structure at the Marion Street bridge approach and Center Street Bridge approach, near Clark Avenue. The revised character of work will include: Bridge, Railroad and Street Overpass, Highway Separation Structure, Embankment Approaches, and 2-lane (one-way) high type pavement. The termini will be: Clark Avenue to Marion and Commercial Streets (Salem).

Very truly yours,

T.M. Davis
T. M. DAVIS
District Engineer

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[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
1950
FOR FILING

3415

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 31, 1950

NOTED
W. C. WILLIAMS

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Marion Street Bridge
F.A.P. No. U-322 (1)

Reference is made to your letter of October 19, 1950, quoting comments from your Washington office as to the design of the structural steel girders for the Marion Street Bridge over the Willamette River at Salem. Changes in the plans to comply with this directive have been made and negotiations with the contractor to put them in effect have been started. We have made these changes, not because we agree with them, but because our contractor must have final plans from which to order the material.

The first few sentences of their comment refers to the use of A-242 steel and the statement is made that "We feel that the use of metal 3/4 inch and under in thickness in order to permit a tensile stress of 27,000 p.s.i. is unfortunate." This apparently refers to the use of 27,000 p.s.i. rather than to the use of cover plates as thin as 3/4 inch as later a recommendation of 3/8-inch cover plates is made. If the 27,000 p.s.i. stress for A-242 steel is wrong, then the collective judgment of the A.A.S.H.O. Bridge Committee is faulty and our specifications are in need of revision.

The second item of their comment has to do with stress change at the point where cover plates terminate and is accompanied by a recommendation that 3/8-inch plates be added top and bottom to the portions which were shown without cover plates. We do not interpret this to mean that cover plates should be used over the full length of girders regardless of stress. The recommendation for complete cover plating is probably made because of the short length of unplated girder in this particular case. As to the abrupt change in stress at the end of the cover plate we are of the opinion that this does not occur. Cover plates are carried beyond the point where they are needed for stress far enough to develop the plate at that point by rivets beyond. Within this extra length the change in stress is gradual, the stress in the cover plate decreasing as each rivet is passed and the stress increasing in the flange angles. There is thus a distance of several feet in which to make the change in stress effective. This is not something new in girder design. It has never been thought necessary to carry cover plates beyond the point where they were needed for stress. We are not alarmed by terminating 3/8-inch cover plates which are attached to 3/8-inch flange angles. The percentage stress change in such cases is comparable to the stress change in this case. If a new rule is to be set up a specification covering it should be incorporated in our A.A.S.H.O. specifications.

The remainder of the Washington office comment has to do with transverse stiffeners. The objection to the system which we used in the original submission is confined to the matter of bracing the flanges against change of shape. Change of shape could take place in two ways; a bending of the flange angles themselves or a bending of the web plate at the toe of the flange angles. This could only take place where the flange is in compression. The concrete deck provides adequate bracing in regions of positive moment leaving only the lower flange in regions of negative moment to be considered. In the single angle system of transverse stiffeners that we proposed the lower ends of the stiffener angles in compression regions are welded to the flange angles, providing a positive brace for one of the flange angles and for the web at the toe of the flange angles. Any change of flange section would thus be confined to a bending of the unbraced flange angle at the apex and a buckling of the cover plate. This seems too remote to cause concern. In any event the system which we proposed gives a more positive brace than the double angle system unless the intermediate stiffeners are milled or ground to bear or arc welded. This is not required under our specifications nor is it the usual practice.

Developments on this project open up a question that is of major importance. We have our A.A.S.H.O. bridge specification which we assume to be governing for Federal Aid work. Our original plans complied with these specifications. The changes that we have made are additional requirements beyond these specifications. If these or other added requirements are to be the rule on Federal Aid work the States should be advised so that preparation of Federal Aid projects can proceed in an orderly manner. It would seem that if such requirements are advisable for Federal Aid projects they are equally advisable for all projects and should be a part of our A. .S.H.O. specifications. It is suggested that these requirements be submitted to the Bridge Committee through the regular procedure for study and incorporation in the specifications if found meritorious.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:en
cc W. C. Williams ✓

ASSIGNMENT

ctober 20, 1950

No. 2259 ~~2059~~ mcw

By

escription: Tom Davis' letter of October 19 regarding girder details of Marion Street bridge, Project U-322 (1)

Acknowledged by _____ Referred to _Paxson ✓________

Investigate and report with recommendation

xx [illegible], such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for __________________ signature

Assignment executed 11-2-50 me Report received ____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks:

OREGON DISTRICT

[redacted]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 19, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Dear Sir:

We have this date received the following teletype from our Washington Office concerning the girder details of the Marion Street Bridge, Oregon Project No. U-322(1).

"We note that A-242 steel is specified, and that all material is to be 3/4 inch and under in thickness. The tensile stress over the piers of the continuous structure is 28,000 psi. In the end spans the maximum tensile stress is 26,400 psi, and in the center span 27,400 psi. We feel that the use of metal 3/4 inch and under in thickness in order to be permitted a tensile stress of 27,000 psi is unfortunate. In each end span of the continuous structure (spans 2 and 4), there are two lengths of about 22 feet each over which no cover plates whatever are used. The change from a two cover plate section to a no cover plate section is so great that abrupt changes in flange stress of slightly more than 50 percent are induced adjacent to the ends of the cover plates. In order to partially overcome these abrupt changes, we recommend that 3/8 inch cover plates be added top and bottom to the portions which are shown without cover plates. The addition of these plates will reduce the stress variation at the splices to about 20 percent. Plate girders are built up from several separate parts, fastened together by rivets or by welds. The web plates are usually very slender. In this project, the ratio of the clear web depth to its thickness is 209. The transverse stiffeners must perform at least two functions. They stiffen the web plates so that they can safely carry the shearing stresses without buckling and besides this, [they are required to assist the rivets or welds in supporting the flanges so that the shape of the cross section will be maintained.] The various parts must be so tied together that if rotation occurred, all parts of the cross section would turn through the same angle. The formula which Paxson quotes in his letter of September 12 is sufficient to meet the first requirement, that of reinforcing the web plate. This was pointed out in Van EEnam's memorandum of May 11, 1949 which accompanied Archiblad's letter of May 12, 1949. We trust this was made clear. In highly stressed girders with slender web plates and heavy flanges the necessary support for the flanges can be secured only with transverse stiffeners in pairs. We have no objection to the use of transverse stiffeners on one side only of the web plate if they properly stiffen the web and supply the needed support to the flanges. For the reasons given, we blieve that the safety of this structure requires that the stiffeners be made in pairs, and we request that this change be made. It will be sufficient if the addition of the 3/8 inch cover plates and the change in transverse stiffeners be made only on the shop drawings."

To summarise there are two points on which the Washington Office requires plan revisions:

(1) Add 3/8 inch by 22 inch cover plates to those portions of the top and bottom flanges of the end spans of the continuous girders which are now without any cover plates. The reasoning back of this request is concerned with the fact that the fatigue of steel is directly proportional to the number of times of stress reversal or great change in intensity of stress. This factor is not yet taken into account in our standard bridge design specifications as one of the conditions governing the design of plate girder flange sections. We do not understand the remark that employing A-242 steel 3/4 inch thick and under at 27,000 psi (which is the allowable stress as stated in the standard specifications) is "unfortunate." Clarification of the statement will be requested when answering the quoted teletype.

(2) Change all the intermediate transverse stiffeners from single angles to double angles. Copies of all the correspondence dealing with this subject and mentioned in the quoted teletype are on file in your office. It is true that Mr. Van Eenam's May 11, 1949 memorandum to Mr. Archibald contains the statement "This method of proportioning the transverse stiffener takes only the needs of the web plate into account. The support of the compression flanges is not taken into account." It may be that we have overlooked the second function of the transverse stiffeners, i.e. assisting to support the girder flanges. In any case there appears to be no rational method of evaluating the size of the transverse stiffener required to help support the flange, or even to determine whether one or two elements are required. This is evident from the statement in the teletype that "We have no objection to the use of transverse stiffeners on one side only of the web plate if they properly stiffen the web and supply the needed support to the flanges." For this job however, we have no alternative except to request you to add stiffener angles on the outside of each girder.

While it is our considered opinion that further arguement as to these changes will not alter our position, we will be glad to consider any information you may wish to submit. We believe the most satisfactory method of making these changes known to all concerned is to revise the tracings and issue revised prints. Submission of the usual number (6 copies) when convenient would be appreciated.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 20 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1950
FOR FILING

4 3 [illegible]

3415

October 27, 1950

American Bridge Company
United States National Bank Bldg.
Portland 4
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3415, which was awarded to you on September 29, 1950 by the State Highway Commission, covering Marion Street Bridge Steel Spans on the Salem-Dallas Highway in Marion County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible]

RECEIVED
OCT 27 1950
FOR FILING

11-332.07

3415

October 27, 1950

REGISTERED MAIL

American Bridge Company
Frick Building
Pittsburg 19, Pennsylvania

Gentlemen:

Your Contract No. 3415 for furnishing steel for the Marion Street Bridge over the Willamette River at Salem in Marion County, has been received in this office fully executed.

We are therefore returning your Certified Check No. 021211 drawn on the Mellon National Bank and Trust Company of Pittsburgh, Pennysylvania, in the amount of $25,000 which you submitted with your proposal on September 29, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

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[illegible] 12 1950
FOR FILING

11-322(1)

October 5, 1950

Mr. J. L. Franzen
City Manager
City Hall
Salem, Oregon

Dear Sir:

Herewith a copy of the plans and contract for the structural steel for the Marion Street Bridge over the Willamette River. The contract for the project was awarded to the American Bridge Company.

Pursuant to the agreement between the City of Salem and the State and your telegram of September 29, the contract was awarded including Items No. 6 and 7 of the attached contract covering the installing and testing of the City's water and sewer lines. The bid prices for these two items are $3,600 each or a total of $7,200. In accordance with the paragraph numbered 7 on page 7 of the agreement, we would appreciate the deposit by the City in the amount of $7,200.

Your attention is also called to the bids on Items No. 3 and 4, which total $6,276.50 on the basis of estimated quantities. This is $2,376.50 above the deposit of $3,900 previously made to cover these two items. It is apparent that the final cost of Items No. 3 and 4 will exceed the deposit made, and billing for the excess will be made when the exact amount is determined.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Enclosed

GSP/ds
cc G. S. Paxson

RECEIVED
1950
FOR FILING

24-1032

3415

October 2, 1950

American Bridge Co.
309 S. W. 6th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3415 for furnishing and erecting approximately 1,248,000 lbs. structural steel for main river spans of the Marion Street Bridge over the Willamette River at Salem, in Marion County. This award was based on your low bid of $249,026.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:ds
cc: S. H. Probert
G. S. Paxson

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1950
OREGON DISTRICT

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MONTANA
OREGON
IDAHO
WASHINGTON

U-322(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 29, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. U-322(1), Marion Street Bridge (Steel Superstructure) Section of the Salem-Dallas Highway, to American Bridge Company, Portland, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

27-1020 West Salem Section of the Salem-
Dallas Highway 1950

#3416

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct - 27, 1951

Section West Salem Bridge Approaches
Kind of work
Highway Salem Dallas
Section prefix 27-1023 { 220, 221, 231, 239
Contractor F. C. Scott Const Co.
Contract number 3416
Date of contract As per letter of Sept 26, 1951
Date of completion ...., 19....
Date work started March 7, 1951
Estimated date of completion ...., 19....
Amount of contract . . . . $ 104575.00
Per cent of time elapsed ....%
Estimated cost of completed project, exclusive of engineering . . . . . $ 109129.00
Per cent of contract completed, based on total contract price . . . .%
Engineering cost to date $........, ...%
Date project was completed ...., 19....

NOTED
H C SMITH

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] Tue [illegible]
and Thursday Leveling up fill area preparatory for
X Sectioning for [illegible]
for [illegible]

Continuing (Scott) Scrapers [illegible] cuts and
moving.

[illegible] free [illegible] Rip-Rap
[illegible] - State shovel and
4 trucks [illegible] Rip-Rap
to [illegible] work on
Friday with 3 trucks [illegible]
[illegible]
being used [illegible]
[illegible]

RECEIVED
OCT 31 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
1951
OFFICE OF
DIVISION ENGINEER

Signed ....

Address ....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	[illegible]		4	Trucks	1 day		
Men and tractors	State [illegible]		3	Trucks	[illegible]		
	[illegible]		3 days				

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Clear		
Saturday	Clear		

STATE PRINTING DEPT. 48418

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27-1020

34[illegible]

OREGON STATE HIGHWAY COMMISSION

(date)

FEB. 9, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3416	4-final	F. C. Scott Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1860	R-9534	$ 504.84	2/8/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wiklander

ACCOUNTING DIVISION

- -

Specified Completion Date: Nov. 30, 1950

Time Extensions: None needed

Completion Date: Nov. 30, 1950

Date Accepted: May 24, 1951

Penalties: None of record ✓

Claims: None of record ✓

Remarks:

- -

Date: 5-28-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 29 1951
A A Wiklander

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[illegible] 1950
FOR FILING

27-1020

3411

December 27, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3416, covering embankment construction on the West Salem Section on the Salem-Dallas Highway in Polk County, has been completed by the contractor, F. C. Scott Construction Co., and that final payment in the amount of $504.84 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $7,688.60, and that no force account work was performed on the job. This contract was completed November 30, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

[illegible] ON CARD

12-27-50

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DEC 15 1950
FOR FILING

27-1 [illegible]

3416

December 14, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to F. C. Scott Construction Company on contract No. 3416, covering embankment construction on the West Salem Section of the Salem-Dallas Highway in Polk County. This payment, in the amount of $598.46, will be made on or after December 26, 1950. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 2, 19 50

Section West Salem

Kind of work Embankment Construction

Highway Salem - Dallas

Section prefix 27-1020

Contractor F. C. Scott Construction Co.

Contract number 3476

Date of contract Sept. 29, 19 50

Date of completion Nov. 30, 19 50

Date work started Oct. 9, 19 50

Estimated date of completion ...., 19....

Amount of contract $13978.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $15388.00

Per cent of contract completed, based on total contract price 486 %

Engineering cost to date $1168.11, 99.5 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor still has cleanup work to do. Water so far has hindered this work.

NOTED
B. A. MARTIN

NOTED
H. W. LIBBY

Signed Kenneth E. Baird

Address Salem. Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	37,000				
Estimated quantities moved or placed to date	18,702.5 - Final				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

No Equipment on Job.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Partly Cloudy		
Monday	Clear A.M. Cloudy P.M.		
Tuesday	Fog A.M. Cloudy P.M.		
Wednesday	Fog A.M. Showers P.M.		
Thursday	Clear.		
Friday	Showers		
Saturday			

State Printing Dept. 38842

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3416

November 3, 1950

F. C. Scott Construction Co.
11032 S. E. Powell Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3416 which was awarded to you on September 29, 1950 by the State Highway Commission, for embankment construction on the West Salem Section of the Salem-Dallas Highway in Polk County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

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[illegible] 1950
FOR FILING

27-1020

3416

October 2, 1950

F. C. Scott Construction Co.
11032 S. E. Powell St.
Portland, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3416 for embankment construction on the West Salem Section of the Salem-Dallas Highway in Polk County. This award was based on your low bid of $13,978.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBC:ds
cc: S. H. Probert

F-191(11) Wilson River Br. 12 Miles 1950
East of Tillamook
#3417

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[illegible]
[illegible]

June 14, 1954

Guy F. Atkinson Company
Post Office Box 7528
Portland, Oregon

Attention: Mr. John Skeels
District Engineer

Gentlemen:

I appreciate your letter of June 8 advising of the satisfactory cooperation of various engineers of the State Highway Department in the construction of the Wilsonville Bridge. I likewise wish to extend to you my appreciation of the fine manner in which your Company handled the work on this project and completed it within the time limit.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS

P. O. BOX 7528
PORTLAND, OREGON
OFFICE AND YARD LOCATED AT
5315 N.E. 101ST AVENUE

GUY F. ATKINSON, CHAIRMAN OF BOARD
GEO. H. ATKINSON, PRESIDENT
A. E. HOLT, SENIOR VICE-PRESIDENT
D. E. ROOT, VICE-PRESIDENT AND AREA MANAGER
W. A. KETTLEWELL, VICE-PRESIDENT
E. M. JENNETT, VICE-PRESIDENT
E. B. SKEELS, VICE-PRESIDENT
F R BONNER, VICE-PRESIDENT
G. W WINTZ, VICE-PRESIDENT
H. H. HUNT, VICE-PRESIDENT AND AREA MANAGER
R. S. KERR, CHIEF ENGINEER
DONALD K GRANT, SECRETARY
J H WAUGH, TREASURER
H. L. JAMES, ASST AREA MANAGER

SOUTH SAN FRANCISCO
LONG BEACH
SEATTLE
DENVER

June 8, 1954

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock
Mr. W. C. Williams

Gentlemen:

On behalf of this Company and those of our people who have been connected with the Wilsonville Bridge Project, we wish to express our appreciation and gratitude for the manner in which the Oregon State Highway Department handled the Wilsonville Bridge Contract.

We are especially grateful for the fine cooperation extended to us by the Resident Engineer, Mr. Dresser; and Messrs. Skelton and Paxon. Such cooperation was extended wholeheartedly toward the solution of problems in which they took a participating interest, without at any time compromising the interests of the State. The efforts of these people and their staffs were instrumental in the successful completion of the Wilsonville Bridge within the contract time limit.

Yours very truly,

GUY F. ATKINSON COMPANY

John Skeels

John Skeels
District Engineer

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JUN 9 1954
OREGON
STATE HIGHWAY COMMISSION

AMERICA PROGRESSES THROUGH CONSTRUCTION ***Construct by Contract***

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[illegible] 1 1952
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OREGON STATE HIGHWAY DEPARTMENT
(date)
April 25, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3417	13-final	Lindstrom Bros. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6982	R-39212	$ 6,446.00	4/24/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: Extended to Jan. 30, 1952 with penalty

Completion Date: Jan. 30, 1952

Date Accepted: March 13, 1952

Penalties: Time extension penalty assessed

Claims: None of record

Remarks:

Date: 4-28-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: APR 28 1952

NOTED ON CARD
4-28-52

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FOR FILING

[illegible]

3417

April 11, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 3417 for constructing bridge over Wilson River on the Wilson River Highway in Tillamook County was completed by the contractor, Lindstrom Bros.,Inc., on January 30 and was formally accepted by the Highway Commission on March 13, 1952.

Final payment in the amount of $6,446.00 will be paid to the contractor on or after April 21, 1952. The total contract amount is $82,866.17, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

4-11-52 gC

RECEIVED
FEB 15 1952
FOR FILING

February 14, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 45 days, from December 15, 1951 to and including January 30, 1952, within which to complete your contract No. 3417 for construction of Wilson River Bridge on the Wilson River Highway in Tillamook County.

The Highway Commission granted your request with the provision that you reimburse the state for all engineering costs incurred subsequent to December 15, 1951 as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-14-52 gl

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JAN [illegible] 1952
FOR FILING

7-[illegible]

January 28, 1952

State Highway Commission

Request for extension of time
No. 12
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Wilson River Bridge
Contract 3417
Lindstrom Brothers,
Contractors

Herewith a request for an extension of time from December 15, 1951 to and including January 30, 1952, for the completion of the work on this project. Time on this project has already been extended twice, and while the engineering costs subsequent to the expiration of the last extension (to December 15) will be a very small amount, it is recommended the present extension be granted subject to the contractor reimbursing the State for all engineering costs subsequent to December 15.

Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
JAN [illegible] 1952
FOR FILING

7 [illegible]

3417

January 11, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 30 days, from November 15 to December 15, 1951, within which to complete your contract No. 3417 for construction of Wilson River Bridge on the Wilson River Highway in Tillamook County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
1-11-[illegible]

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[illegible] 1951
FOR FILING

3417

November 14, 1951

Request for extension of time
No. 1
December 20 and 21 meeting

State Highway Commission

Gentlemen:

Re: Wilson River Bridge
Contract No. 3417
Lindstrom Bros., Contractor

Attached hereto is a request for an extension of time in which to complete the work on the Wilson River Bridge on the Wilson River Highway in Tillamook County.

All concrete in this structure has been poured, and traffic was routed over the structure on November 10. There yet remains a small amount of concrete finishing and the cleaning up of the site. This is a second extension of time on this contract, the first extension being from September 30 to November 15. There was a flash flood in the Wilson River a few weeks ago which seriously damaged the falsework which the contractor had erected and required its rebuilding. This delayed the completion of the job.

In view of the fact that traffic is now using the structure and that no additional expense has been caused the State, it is recommended that the extension from November 15 to December 15, 1951, be granted the contractor without penalty. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:gm

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FOR FILING

7-171 (a)

3417

October 24, 1951

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 45 days, from October 1 to and including November 15, 1951, within which to complete your contract No. 3417 covering construction of the Wilson River Bridge, Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: F. D. Eason,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
FOR FILING

4-191(11)

3417

October 5, 1951

Oregon State Highway Commission

Gentlemen:

Please substitute the attached corrected letter for the one previously submitted as "Request for extension of time No. 8." A mistake in the contractor's name was made in the first letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

bl

Attachment

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FOR FILING

September 24, 1951

Request for extension of time
No. 8
October 11 and 12

State Highway Commission

Gentlemen:

Re: Wilson River Bridge on the
Wilson River Highway in Tillamook
County, Lindstrom Bros., Contractor
Contract No. 3417

Herewith a request from Lindstrom Bros., contractor for the construction of the Wilson River Bridge, for an extension of time from October 1 to and including November 15, 1951, for the completion of the work on this project.

The excessively heavy rainfall in the spring of 1951 made it inadvisable to start construction on this bridge until the danger of high water had passed. The structure is on a new alignment. Traffic is being carried over the existing structure without serious inconvenience. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

cc Mr. W. C. Williams
Mr. G. S. Paxson

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SEP 26 1951
FOR FILING

F-191 (14)

3417

September 24, 1951

Request for extension of time
No. 8
October 11 and 12

State Highway Commission

Gentlemen:

Re: Wilson River Bridge on the
Wilson River Highway in Tillamook
County, Lindstrom Bros., Contractor
Contract No. 3417

Herewith a request from ~~Tom Lillebo~~ Lindstrom Bros., contractor for the construction of the Wilson River Bridge, for an extension of time from October 1 to and including November 15, 1951, for the completion of the work on this project.

The excessively heavy rainfall in the spring of 1951 made it inadvisable to start construction on this bridge until the danger of high water had passed. The structure is on a new alignment. Traffic is being carried over the existing structure without serious inconvenience. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

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FOR FILING

F-19

347

June 18, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Wilson River Bridge
F.A.P. Oregon F-191(11)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 8 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc G. S. Paxson
C. A. Gardner

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7-[illegible]

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-191(11)
Wilson River Bridge

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jlon

CFW 201

State Oregon

Federal Aid

Project No. F-192(11)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of March, 1950, a program, which was approved on the 14th day of April, 1950, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of September, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-four thousand and 00/100 dollars ($54,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 605+27 and survey station 608+75.33, all in the SW 1/4, Section 11, T. 1 S., R. 8 W., W.M., without exception,

, length 0.066 miles, in Tillamook County,

being Oregon Federal Aid project No. F-191(11), consisting of 0.000 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.066 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

fifty-four thousand, and 00/100

dollars ($54,000.00), which does not exceed the authorized Federal pro rata share of

ninety-three thousand, twenty-one and 50/100

dollars ($93,021.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
H B Glaisyer
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JAN [illegible]
DIVISION

RECEIVED
JAN 30 1951
FOR FILING

F-191 (11)

7

December 7, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Wilson River (Second Crossing) Bridge, Project No. F-191 (11).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JMN:cw

Encl.

Oregon State Highway Department

Federal Aid Highway
Project No. F-191 (11)

WILSON RIVER (SECOND CROSSING) BRIDGE
ON THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 27, 1950

Type Code X024

Bridge (Sta. 605+27 to 608+75.33)

660	cu. yds.	Structural Excavation	$ 13.50	$ 8,910.00
20	cu. yds.	Structural Excavation Below Elevation Shown	20.00	400.00
900	cu. yds.	Class "A" Concrete	59.00	53,100.00
184,000	lbs.	Metal Reinforcement	0.105	19,320.00
2,100	lbs.	Miscellaneous Metal	1.35	2,835.00
			Subtotal	$84,565.00
			10% Engr. & Cont.	8,456.50
			Total	$93,021.50

Length- - - - - - - - - - - - 0.066 mile

Federal Aid Funds- -$54,000.00
State Funds- 39,021.50

$93,021.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

September 11, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover seven sets of small scale plans for the Wilson River (2nd Crossing) Bridge, Project No. F-191 (11). [illegible]

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:cw

September 6, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Wilson River Bridge, Project No. F-191 (11).

Two sets of full scale plans and six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:ew

Encl.

Oregon State Highway Department

Federal Aid Highway
Project No. F-191(11)

WILSON RIVER (SECOND CROSSING) BRIDGE

ON THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 6, 1950

Type Code X024

Bridge (Sta. 605+27 to 608+75.33)

660	cu. yds.	Structural Excavation	$12.00	$ 7,920.00
20	cu. yds.	Structural Excavation Below Elevation Shown	12.00	240.00
900	cu. yds.	Class "A" Concrete	60.00	54,000.00
184,000	lbs.	Metal Reinforcement	0.105	19,320.00
2,100	lbs.	Miscellaneous Metal	1.50	3,150.00
			Subtotal	$84,630.00
			10% Engr. & Cont.	8,463.00
			Total	$93,093.00

Length - - - - - - - - - - - 0.066 mile

Federal Aid Funds- -	$54,000.00
State Funds- -	39,093.00
	$93,093.00

WILSON RIVER BRIDGE

PROJECT NO. F-191 (11)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

September 6, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project F-191(11), Wilson River Bridge on the Wilson River Highway, 11.5 miles east of Tillamook, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

We have corrected the stationing for "End of Project", on sheets 1 and 2 of the plans, from 608+77.33 to 608+75.33. Please make this change on your copies.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
OCT 24 1950
FOR FILING

7-131 (11)

3417

October 23, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3417 which was awarded to you on September 29, 1950 by the State Highway Commission, covering the Wilson River Bridge on the Wilson River Highway in Tillamook County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/23, gl

RECEIVED
1950
FOR FILING

7-191 (11)

3417

October 2, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission on September 28, 1950, awarded you Contract No. 3417 for construction of a reinforced concrete bridge over Wilson River near Tillamook on the Wilson River Highway in Tillamook County. This award was based on your low bid of $84,565.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:ds
cc: S. H. Probert
G. S. Paxson

RECEIVED
[illegible] 1950
OREGON DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

F191(11)

3417

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 29, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. F-191(11) Wilson River Bridge, to Lindstrom Bros., Portland, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

TMD:re

10-1125 Garden Valley Road-Roseburg 1950
Sec. of the Pacific Hwy. at N.
#3418 City Limits of Roseburg.

RECEIVED
1952
FOR FILING

3418

Mrs Lewis

April 7, 1952

Mr. Geo. V. Rooke
106 East Rice Street
Roseburg, Oregon

Dear Mr. Rooke:

We wish to thank you for your note received April 4, stating that your claim in the amount of $15.50 against K. F. Jacobsen and Company, Inc., on Contract No. 3418 has been paid in full.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Recorded

NOTED ON CARD
4-7-52

ORM E-123 37,500 REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 2, 1952

~~Mr. George V. Rooke~~
~~1638 N. Stephens~~
~~Roseburg, Oregon~~

Dear Sir:

Will you please advise as to whether or not your claim against K. F. Jacobsen & Co.,Inc. in connection with their work performed on State Highway contract No. 3418, covering the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County, has been settled. This claim for damage to your neon sign amounting to $15.50 was presented to this office in your letter of January 5.

Please notify us at once regarding this matter so that our records will be correct.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

REFERRED TO Jenny - Mrs Lewis'
BY SECRETARY
usual letter
record a cont

Sirs: This claim has been paid in full. Thank you for aiding us in collecting it.

Sincerely
Geo V. Rooke
166 E Rice St
Roseburg Ore

RECEIVED
APR 4 1952
OREGON
STATE HIGHWAY COMMISSION

POSTED ON CARD
4-4-52 g

RECEIVED
FOR FILING

Mr Lewis

April 7, 1952

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

On January 5, 1952, Mr. George V. Rooke notified this office that he had a claim for damage to a neon sign in the amount of $15.50 against K. F. Jacobsen and Company, Inc., on State Highway Contract No. [illegible]18 for constructing the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County. On April 4 we received a note from Mr. Rooke in which he writes as follows:

"This claim has been paid in full. Thank you for aiding us in collecting it."

This information is provided as The Great American Indemnity Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - K. F. Jacobsen and Co., Inc.
0445 Porter Street
Portland, Oregon

[illegible] ON CARD
4-7-52

RECEIVED
7 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 2, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3418	10-final	E. F. Jacobsen & Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5186	R-37206	$ 4,140.07	April 1, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: Extended to Sep. 20, 1951 without penalty

Completion Date: Sep. 20, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: ~~None of record~~ A claim for damage to neon sign in amount of $15.50 made by George V. Rooke. Surety is taking care of it.

Remarks:

Date: 4-2-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

4-3-52

RECEIVED
[illegible] 1952
FOR FILING

April 2, 1952

Mr. George V. Rooke
1638 N. Stephens
Roseburg, Oregon

Dear Sir:

Will you please advise as to whether or not your claim against K. F. Jacobsen & Co., Inc. in connection with their work performed on State Highway contract No. 3418, covering the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County, has been settled. This claim for damage to your neon sign amounting to $15.50 was presented to this office in your letter of January 5.

Please notify us at once regarding this matter so that our records will be correct.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
4-2-52 gl

RECEIVED
1952
FOR FILING

[illegible]
3417

February 5, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3418 for work performed on the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County was completed by the contractor, K.F. Jacobsen Co., Inc., on September 20 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $4,140.07 will be released to the contractor on or after February 15, 1952. The total contract amount is $117,825.04, of which amount $1,520.05 represents force account items.

There is a claim filed against this project by George V. Rooke for damage to a neon sign in the amount of $15.50, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD
2-5-52

COPY TO Mr. H. B. Glaisyer
Oregon State Highway Department

COPY FROM
Great American
Indemnity Company
New York
409 FAILING BUILDING
PORTLAND, OREGON

January 21st, 1952

Garden Valley Road

Mr. George V. Rooke
1638 N. Stephens
Roseburg, Oregon

Dear Mr. Rooke:

A copy of your letter of January 5th, 1952 addressed to the Oregon State Highway Commission has been referred to this writer.

A search of our files fails to reveal that we have ever received the bill for repairing your Neon sign. We, therefore, ask that you please obtain for us a duplicate invoice and forward it to us in order that we may give your claim proper consideration.

Very truly yours,

W. H. Gardner
W.H. Gardner, Manager
Oregon Claim Department

WHG/B

REFERRED TO
BY SECRETARY

NOTED ON CARD
1-21-52

NOTED
F. QUERY

RECEIVED
JAN [illegible] 1952
FOR FILING

[illegible]

341

January 18, 1952

Great American Indemnity Company
Oregon Service Office
409 Failing Bldg.
Portland, Oregon

Attention: W. H. Gardner, Manager
Oregon Claim Department

Dear Sir:

Your letter of January 16 relative to claim of George V. Rooke, for damage to a neon sign at his motel, against K. G. Jacobsen & Co., Inc. in connention with contract No. 3418 covering the Garden Valley Road-Roseburg Section of the Pacific Highway, was received here this morning.

We enclose herewith a copy of Mr. Rooke's letter to us under date of January 5, which is all the information we have on the matter.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

GUSTAV F. MICHELBACHER, PRESIDENT
WILLIAM J. AHEARN, EXECUTIVE VICE-PRESIDENT
DANIEL R. ACKERMAN, VICE-PRESIDENT
JOHN C. EVANS, VICE-PRESIDENT
JOHN G. LOOSE, VICE-PRESIDENT

Great American
Indemnity Company
New York

PACIFIC DEPARTMENT
320 CALIFORNIA STREET
SAN FRANCISCO 26

OREGON SERVICE OFFICE
409 FAILING BUILDING
PORTLAND, OREGON

PACIFIC DEPARTMENT
ALFRED W. HILLBACK, VICE-PRESIDENT
GEORGE E. KELLY, SECRETARY

J. M. RIEG
SPECIAL AGENT

W. H. GARDNER
CLAIM ADJUSTER

January 16th, 1952

RECEIVED
JAN 16 1952
OREGON
STATE HIGHWAY COMMISSION

OregonState Highway Department
Capitol Building
Salem, Oregon

Attention- Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Your letter of January 8th, 1952 addressed to this Company has been received and we note your statement that you have received a letter from George W. Rooke, 1628 North Stephens, Roseburg, Oregon wherein he states that the K. F. Jacobsen Company owes him $15.50 for damage done to a neon sign at his motel on the Pacific Highway just north of Roseburg.

Search of our files reveals that we have, previously paid two claims to Mr.Geo.Rooke for different damage done to his property, but we have had no report and no knowledge of this loss. If you will be kind enough to supply us with such facts as you have, we will give the matter out immediate attention.

Very truly yours,

W H Gardner

W. H. Gardner, Manager
OregonClaim Department

WHG/B

B

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FOR FILING

10-1125

1-1

Mis Files

January 8, 1952

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter from George V. Rooke, 1638 North Stephens, Roseburg, Oregon, in which he stated that Jacobsen owes him $15.50 for damage done to a neon sign at his motel on the Pacific Highway just north of Roseburg while Mr. Jacobsen was doing highway construction work in this area. From the information given us, it appears that Mr. Rooke refers to State Highway Contract No. 3418 for grading and paving the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County which contract was awarded to K. F. Jacobsen and Company, Inc., on October 4, 1950.

This information is furnished as the Great American Indemnity Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1-7

cc - K. F. Jacobsen & Company, Inc.
0445 Porter Street
Portland, Oregon

Notice ON CARD

RECEIVED
JAN 11
FOR FILING

Mr Lewis

January 7, 1952

Mr. George V. Rooke
1638 North Stephens
Roseburg, Oregon

Dear Mr. Rooke:

We have your letter of January 5 concerning damages done to a neon sign at your motel property just north of Roseburg. From the information given us, it appears that the contractor involved was probably K. F. Jacobsen and Company, Inc., whose address is 0445 Porter Street, Portland, Oregon, who performed work on the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County under State Highway Contract No. 3418. This contract was completed September 20 and accepted by the Highway Commission October 11, 1951. Final payment, however, has not yet been made.

Mr. Jacobsen is a reputable contractor, and this bill may have been overlooked; however, if you wish to contact the surety company who furnished the performance bond for this contract, you should write to Wells-Reed Insurance, 412 Failing Building, Portland 4.

As you may know, each State Highway contract is covered by a performance bond assuring satisfactory completion of the work and also payment of all bills incurred in connection with the contract.

If the above-suggested methods do not provide results, it is suggested that you file your claim with the Secretary of State in order to protect it for a period longer than six months following completion of the contract and acceptance by the Commission. An excerpt from the Oregon Laws is attached outlining the necessary procedure. In the meantime your claim will be noted in our records and we will also advise the contractor and the surety that it has been received.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:md
Attach.

4

Roseburg, Ore
Jan 5 - 1952

Oregon State Highway Commission:
Salem, Ore.

Sirs:

I own and operate a motel on h-way 49 - Just north of Roseburg. Last summer the state made improvements on our road. A good deal of damage was done to our property by the contractors - Jackobson. They agreed to pay for all damages. They did pay all except for repairs to our neon sign. They called for and got the bill - $15.50 and said they would mail us a check. We have written to them and have never received a reply. Is it possible for you to call this to the attention of the responsible party. Thank you

Sincerely
George K. Rooke
1638 N Stephens - Roseburg

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

4

RECEIVED
JAN [illegible] 1952
FOR FILING

[illegible]

3418

January 4, 1952

United Builders, Inc.
Contractors and Builders
P. O. Box 511
Beaverton, Oregon

Gentlemen:

Reference is made to your letter of December 28, 1951 addressed to the attention of Mr. H. G. Smith, regarding claim for $1,235.55 due to a reduction in yardage on the Karl F. Jacobson Company's Contract No. 3418, Garden Valley Road-Roseburg Section.

We do not have any approved subcontract in your name, but even if we did have it would be necessary that any claims be presented by the prime contractor, which is the Karl F. Jacobson Company. If you wish to take this matter up through Mr. Jacobson, we will be glad to discuss matters pertaining to the claim with him.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Karl F. Jacobson Company
Mr. H. G. Smith

C
O
P
Y

UNITED BUILDERS, INC.
Contractors & Builders
P. O. Box 511, Beaverton, Oregon

Phone: Beaverton 4688

December 28, 1951.

Oregon State Highway Commission,

Salem, Oregon

Gentlemen: Attention Mr. H. G. Smith.

Reference is made to the contract with the Karl F. Jacobson Co., Inc. for the Garden Valley Road-Roseburg section of the Pacific Highway.

Our company had the sub-contract for the concrete work on this job. The original sub-contract was for the amount of $27,549.00. Your semi-final estimate shows a total amount of $19,595.63. This is a reduction in quantity of 28.8%.

The actual cost of this work, according to our cost records, was $20,831.18 which resulted in an actual loss to this company of $1,235.55.

Inasmuch as your general provisions, section 8, paragraph 10, provide for additional payment where quantities have been materially reduced, we feel that we are entitled to an additional amount on this contract at least equal to our actual loss.

Will you kindly, therefor, consider this as a claim for the amount of $1,235.55 under the above mentioned contract.

Very truly yours,

UNITED BUILDERS INC.

By /s/ Paul S. Taggart

Copies to:
Ray Ashbury, Res. Eng. Roseburg.
Karl F. Jacobson Co., Inc.

RECEIVED
DEC 4 1951
FOR FILING

[illegible]

3418

December 3, 1951

Great American Indemnity Company
Wells-Reed Insurance, Agents
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to K. F. Jacobsen and Company, Inc., on contract No. 3418 covering grading and paving on the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County. This payment, in the amount of $7,139.93, will be made on or after December 13, 1951. The retained percentage is $3,516.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

12-3-51
M. D.

Form E-1—5M—3-39

11 25

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 2, 1951, 193....

Section Garden Valley Road-Roseburg

Kind of work

Highway Pacific Hyw.

Section prefix 11 25

Contractor K.F. Jacobsen Co. inc.

Contract number [illegible]

Date of contract October 4, 1950, 193....

Date of completion ...., 193....

Date work started October 23, 1950, 193....

Estimated date of completion ...., 193....

Amount of contract $118,963.20

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $120,801.64

Per cent of contract completed, based on total contract price all %

Engineering cost to date, $11,206.10, 9.42% %

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received Bill for E.W.O. # 3 Tuesday. Submitted semi-final to Div. Office Thurs.

NOTED

RECEIVED
NOV 5 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed R. D. Adsey

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.53	0.53			0.53
Miles partially completed					
Miles completed	all	all			all
Total estimated quantities	9537.0	11,628.5			5389.8
Estimated quantities moved or placed to date	same	same			same
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

RECEIVED
NOV 6 1951
FOR FILING

10-11-51

3418

October 25, 1951

K. F. Jacobsen & Co., Inc.
0445 Porter St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 20 days, from August 31 to September 20, 1951, within which to complete your contract No. 3418 for grading and paving on the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Quary
Acting Secretary

gl

cc: K. D. Lytle,
Division Engineer

Raymon Asburry,
Resident Engineer

H. G. Smith,
Construction Engineer

[illegible]

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13, 19 51

Section Garden Valley Road-Roseburg

Kind of work Grading and Paving

Highway Pacific

Section prefix 10-1125

Contractor K. [illegible]. Jacobsen and Co.; Inc.

Contract number 3418

Date of contract October 4, 1950, 19

Date of completion ##### Aug. 30, 19 51

Date work started October 23, 1950, 19

Estimated date of completion Sept. 20, 19 51

Amount of contract $118,903.20

Per cent of time elapsed overrun %

Estimated cost of completed project, exclusive of engineering $121,100

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $11,000, 9.2 %

Date project was completed Sept. 20, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man in officeall week working on construction map.

Field party working for Locating Engineer on 10-1483

NOTED
H. G. SMITH

RECEIVED
OCT 15 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed R. D. [illegible]

Address Roseburg, oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.53	0.53			0.53
Miles partially completed					
Miles completed	0.53	0.53			0.53
Total estimated quantities	9537	11,628.5			5389.8
Estimated quantities moved or placed to date	9537	11,628.5			5389.8
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	–						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors..........., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Rain		
Saturday	Rain		

STATE PRINTING DEPT. 48418

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10-11-51

3418

October 4, 1951

Request for extension of time
No. 17
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. F. Jacobsen & Company, Inc., for an extension of time on Contract No. 3418, Garden Valley Road - Roseburg Section of the Pacific Highway, from August 31, 1951 to September 20, 1951.

At the time this project was under contract, the City of Roseburg was installing a sewer line which definitely conflicted with the contractor's operations. Because of the slowness of the City in completing its work, the contractor was delayed beyond the specified completion date.

For this reason, I would recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

lg

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FORM E-30 [illegible]
10-11 25
3418

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1950

SUBJECT: 16510 - J. D. Meyers
Winchester Section
North Roseburg

To:
Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

We have reached a tentative agreement with the Meyers Oil Company for the settlement of the right of way across their property. The settlement, among other things, calls for the moving of three buildings. This moving work is to be done by the owner, and I believe it is his intention to start this work in the very near future.

The settlement has been approved by the Highway Commission, and if it will be of any benefit to the contractor to enter this property in the near future, it is entirely possible that we could speed up the moving.

I call this matter to your attention as a restriction was placed on the Meyers property at the time the contract was let, and if this is causing the contractor serious delay or expense, I believe it can be removed.

Very truly yours,

J. M. DEVERS
By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:ts

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OCT 27 1950
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11-11-55

3418

October 27, 1950

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We are returning herewith your certified check No. 5961 in the amount of $7,500.00.

This check was submitted with your proposal for work on the Garden Valley Road-Roseburg Section of the Pacific Highway at the north city limits of Roseburg in Douglas County, received in Portland on September 29, 1950.

Contract No. 3418 with K. F. Jacobsen and Company, Portland, has now been fully executed as to bond, therefore your deposit as second low bidder is being returned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

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OCT 24 1950
FOR FILING

10-11-55

3417

October 23, 1950

K. F. Jacobsen & Co., Inc.
0445 Porter Street
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3418 which was awarded to you on October 4, 1950 by the State Highway Commission, covering the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

ORRGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

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FOR FILING

10-112

3418

October 5, 1950

K. F. Jacobsen & Co.
0445 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

Confirming my telegram to you of October 4, the State Highway Commission on October 4 awarded to you Contract No. 3418 for grading and paving on the Garden Valley Road-Roseburg Section of the Pacific Highway, at the north city limits of Roseburg, in Douglas County.

This award was based on your low bid of $134,515.50 using asphalt, which was submitted on September 29, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White

Enc.

SHL

SERVICE
of service desired;
wise this message will be
nt as a full rate telegram

LL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

files

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.		CHARGE TO THE ACCOUNT OF		TIME FILED
				AGENT OCT 4 1950		

Send the following message, subject to the terms on back hereof, which are hereby agreed to

October 4, 1950
Salem, Oregon
5:00 p.m.

K. F. Jacobsen & Co.
0445 S. W. Porter Street
Portland 1, Oregon

State Highway Commission awarded you today contract for Garden Valley Road-Roseburg Section of Pacific Highway, Douglas County, based on your low bid submitted September 29, 1950. Contract forms follow shortly.

sent confirmation

H. B. Glaisyer, Secretary
Oregon State Highway Commission

RECEIVED
1 9 1950
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Jn-1125

3418

Roseburg

Salem, Oregon
July 17, 1950

Mr. Forrest Cooper

I attach hereto a plat of a proposed subdivision at Mile Point 196.1 on the Pacific Highway north of Roseburg. Please arrange to acquire an option for an additional 40-foot width for the Pacific Highway on the easterly side through this subdivision.

W. C. Williams

WCW:me

Encl.

RECEIVED
[illegible]
FOR FILING

[illegible]
Traffic
Municipal

Roseburg

July 17, 1950

Mr. G. C. Blake
2540 North Stephens Street
Roseburg, Oregon

Dear Sir:

Owing to the very narrow width of the existing right of way adjacent to your proposed subdivision north of Roseburg, we desire to obtain an additional 40-foot width on the east side. You will be contacted within the next week or ten days by a representative of the Right of Way Department with reference to this matter.

As to the general plan of your subdivision, you are advised that the subdivision could not be approved as is, as it is expected that you would desire that access be granted to each of the lots facing the highway. This is on a throughway section of the Pacific Highway, and not more than two entrances could be granted to the subdivision.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. Forrest Cooper
Mr. K. D. Lytle

ATTENTION MR. W. C. WILLIAMS

GROVER C. BLAKE
2540 NORTH STEPHENS STREET
ROSEBURG, OREGON

July 7, 1950

Oregon State Highway Commission,
Salem, Oregon.
Dear Sirs:

Today I went to the Highway office in Roseburg hoping to see Mr. Don Norlin, trusting that he would be in position to give me some definite information on my pending application for your approval of our sub-division plans north of Roseburg.

Mr. Norlin was away on vacation but a letter on his desk from your office gave the impression that you are no longer interested in right of way north of the Garden Valley road junction. If this is the case it would seem that the way would now be open for me to go ahead with the development of this sub-division in accordance with the plans submitted to you for approval a year or more ago.

I hope you will see fit to approve these plans very soon.

An early reply will be appreciated very much.

Very truly yours,

G. C. Blake

G. C. Blake

NOTED
W. C. WILLIAMS

P

FOR FILING

FORM E-30X 15M 6-49 32803

10-1125

3418

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1950

SUBJECT:

To:

Mr. Don Norlin, District Supervisor
Right of Way Department
Oregon State Highway Commission
Roseburg, Oregon

Dear Mr. Norlin:

This will confirm my instructions to you regarding the right of way for the Pacific Highway north of Roseburg.

Mr. Baldock has issued instructions that no right of way be purchased northerly from the Garden Valley Road except for the first block for widening for the merging traffic lanes.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc R. H. Baldock
W. C. Williams

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FOR FILING

10-11.35

3418

Roseburg-

Salem, Oregon
October 31, 1949

Mr. W. C. Williams

Herewith are some traffic counts which we received from Crandall preparatory to submitting a report about the project north of Roseburg.

R. H. Baldock

RHB:hi
Encl.

FOR FILING

10-1125

3418

Roseburg

File

September 29, 1949

Mr. G. C. Blake
2940 N. Stephens Street
Roseburg, Oregon

Dear Sir:

In acknowledging receipt of your letter of September 26, first let me say that I am very sorry that I have been unable as yet to give you a definite answer relative to right-of-way requirements of the State adjacent to your proposed subdivision. We did, however, at the last meeting of the State Highway Commission, secure authority to make a study of right-of-way requirements northerly from Roseburg, and this study we shall proceed with immediately.

We are quite certain that additional right of way will be needed adjacent to your subdivision, and it is hoped that our study, not only of your property but of adjoining properties, may be completed in time to present the matter to the State Highway Commission at its next meeting, which is scheduled for November 7-8.

At that time we will ask the Commission for authority to negotiate with you for such properties as the state may require for the ultimate development of the Pacific Highway at that point.

Trusting that you can bear with us for the time being, I remain,

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith
Mr. Forrest Cooper
Mr. E. D. Lytle

Roseburg, Oregon., September 26, 1949.

Mr. W. C. Williams.
State Highway Dept.,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to my letter to you of July 30 to which I have never had a reply.

I do not like to delay indefinitely all my plans for development of this sub-division on the assumption that you may need part of it for highway right-of-way. The construction company which I had planned to have gradet he streets are now working this vincinity for a short time before moving their heavy bull-dozers to Detroit. I had arranged for them to grade the streets on this proposed sub-division because they are equipped to move the dirt at less cost than anyone else in this locality.

If you cannot approve the plan as submitted to you by the Engineer after approval by the Planning Commission and do require part of it for right-Of-way, I hope your department can arrange to conclude the deal very soon, and help us to plan out a suitable method of access to what is left of the tract, if such is possible, so a new plat can be made and development proceed.

~~It~~ A long delay could prove costly to me if a slump should occur in the present demand for lots and building sites. I am sure you will understand why I am so anxious to bring the matter to conclusion.

Please let me hear from you as soon as convenient.

Very truly yours,

G C Blake

G. C. Blake,
2540 N. Stephens ST.,
Roseburg, Oregon.

1949

FOR FILING

18.-1123

3418

August 1, 1949

Mr. G. C. Blake
2540 North Stephens Street
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Williams is in Portland attending the Highway Commission meeting and will not be in the office until Wednesday. Your letter will be brought to his attention when he returns.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd

cc: W. C. Williams

Roseburg, Oregon., July 30, 1949.

Mr. [illegible]. C. Williams,
State Highway Dept.,
Salem, Oregon.

Dear Sir:

The Douglas County Engineer called me by telephone a few minutes ago and read to me your letter to the County Court as it pertained to the sub-division I have in the process of development just north of Roseburg.

Since I had hoped to complete this development before rainy weather, and have already arranged for E. L. Gates & Co. to drop off some heavy machinery and grade out the streets while in the process of moving from their Tiller job to Detroit some time in the near future, I feel the need of an understanding with your department very soon.

Of course I understand that my interests and my plans cannot stand in the way the improvement of Highway 99. However you can readily understand how important it is that I know where I stand as soon as possible. If you can give me an appointment I will gladly make a trip to Salem to talk the matter over with you.

Very truly yours,

GCBlake

G. C. Blake,
2540 N. Stephens St.,
Roseburg, Oregon

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OREGON
STATE HIGHWAY COMMISSION

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3417

Salem, Oregon
July 28, 1949

Mr. K. D. Lytle

Reference is made to the request for approval of four separate subdivisions in the Roseburg vicinity.

First I wish to advise you that in the matter of such subdivisions the State Highway Department does not approve or disapprove. We merely make recommendations, which recommendations are made for the benefit of the county courts in making final passage on the various subdivision applications.

In the proposed plat for G. C. Blake in Dixon's Addition to Fruitvale, we are very much concerned. US99 is restricted at this point by reason of the railroad on the westerly side, and additional right of way will definitely be required to improve this highway in the not distant future. For the reason that the subdivision would prohibit the acquiring of right of way at reasonable cost, I cannot recommend it as submitted. We should have at least 90 feet more of right of way on the westerly side, and this matter will be brought to the attention of the Highway Commission at its meeting in September to see if they wish to consider purchasing additional right of way.

On The subdivision by James Cook, in Lot 9, Fruitvale, we cannot recommend approval unless a 20-foot setback is provided for along the easterly side of the Pacific Highway.

On the Phillip Brown tracts, this subdivision is recommended, provided only that a 10-foot setback is provided in addition to the 10 feet to be dedicated.

On the Charles M. Erwin plat, we cannot recommend approval unless a 30-foot setback is provided along the easterly side of US99.

We feel it quite essential, and at the same time it would be in the interests of the subdividers themselves, to provide sufficient setback to allow for future expansion of highway facilities. The subdivisions are severely penalized themselves if it becomes necessary at a later date to have to take or move buildings to provide for highway widening. I would, therefore, suggest that you disapprove, in your own office, before submitting to Salem, subdivisions that do not meet such requirements.

A good example of proper setback is east of Springfield, where, by judicious planning and observance thereof, buildings are all set back a sufficient distance to provide for ultimate widening of the highway without unnecessary loss to anyone. There is no reason why this same judicious planning and cooperation cannot be extended by the sponsors of any subdivision along a state highway.

W. C. Williams

WCW:me

cc Mr. R. H. Baldock
Mr. H. G. Smith

FORM E-30 25M 1-49 28023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 19, 1949
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Sir:

Herewith four subdivision plats located at M.P. 196.1, 197.3, 203.56 and 206.84 of the Pacific Highway. These have been reviewed by Mr. Libbey and Mr. Smith, and their comments are in order thereon.

Mr. Lytle would appreciate being notified as to whether or not these subdivisions are approved by the Department.

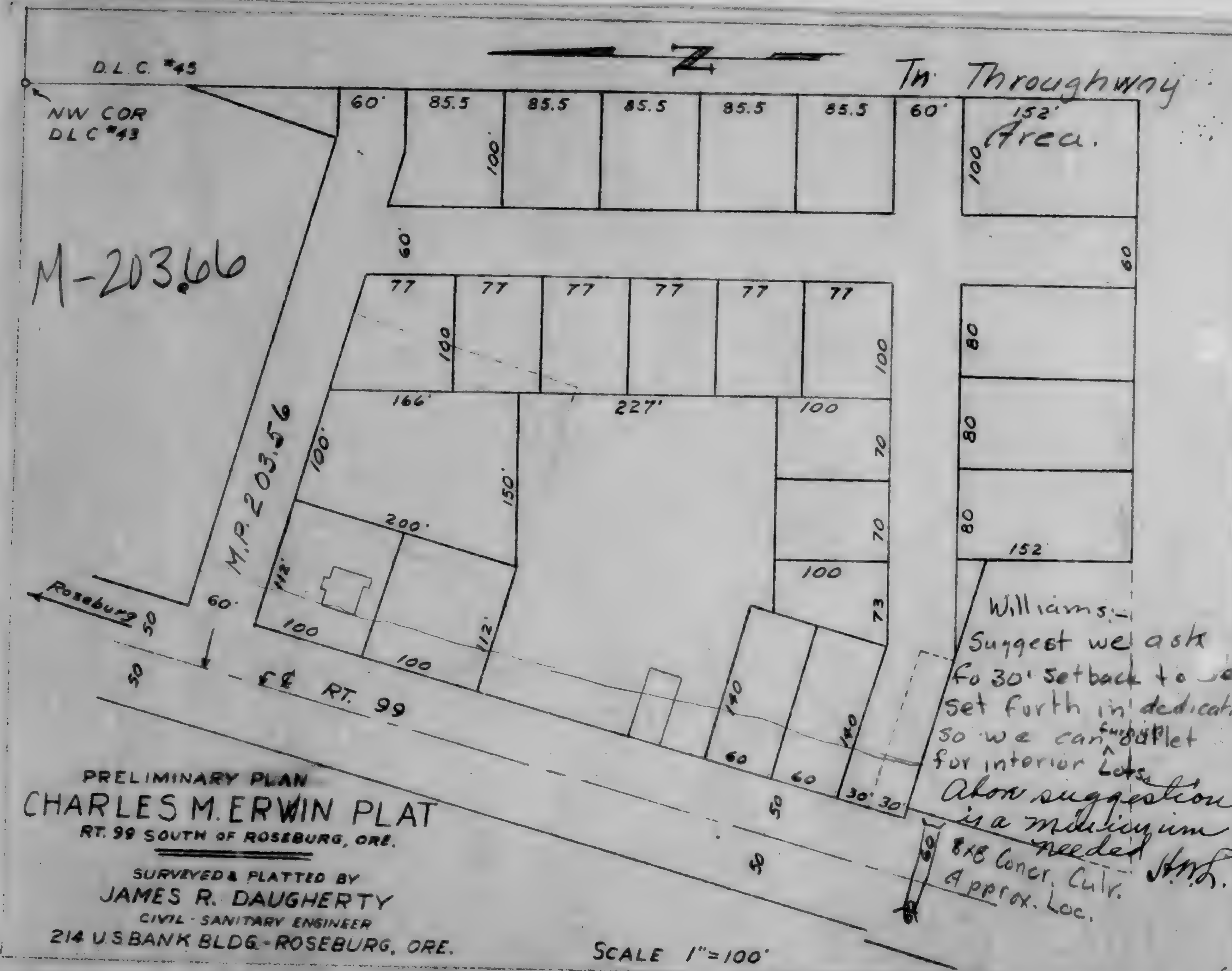
Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:es
Enclosure

M-203.66


D.L.C. #45
NW COR
DLC #43
Z
To Throughway Area.
60'
85.5
85.5
85.5
85.5
85.5
60'
152'
100'
100
60'
60
77
77
77
77
77
77
100
100
80
80
80
166'
227'
100
70
70
100
73
152
M.P. 203.56
100'
150'
200'
112'
112'
100
100
140
140
60
60
30'
30'
60
Roseburg
50
60'
50
℄ RT. 99
50
50
8x8 Concr. Culv.
Approx. Loc.

PRELIMINARY PLAN
CHARLES M. ERWIN PLAT
RT. 99 SOUTH OF ROSEBURG, ORE.

SURVEYED & PLATTED BY
JAMES R. DAUGHERTY
CIVIL - SANITARY ENGINEER
214 U.S. BANK BLDG. - ROSEBURG, ORE.

SCALE 1" = 100'

Williams:-
Suggest we ask fo 30' setback to be set forth in dedication so we can furnish outlet for interior Lots.

Above suggestion is a minimum needed
H.W.L.

PRELIMINARY LAYOUT

PHILLIP F. BROWN TRACTS

WINSTON • SECT 21 • T28S • R6W • W.M.
DOUGLAS COUNTY • OREGON

SURVEYED & PLATTED BY
JAMES R. DAUGHERTY
CIVIL-SANITARY ENGINEER
214 U.S. BANK BLDG. • ROSEBURG, ORE.

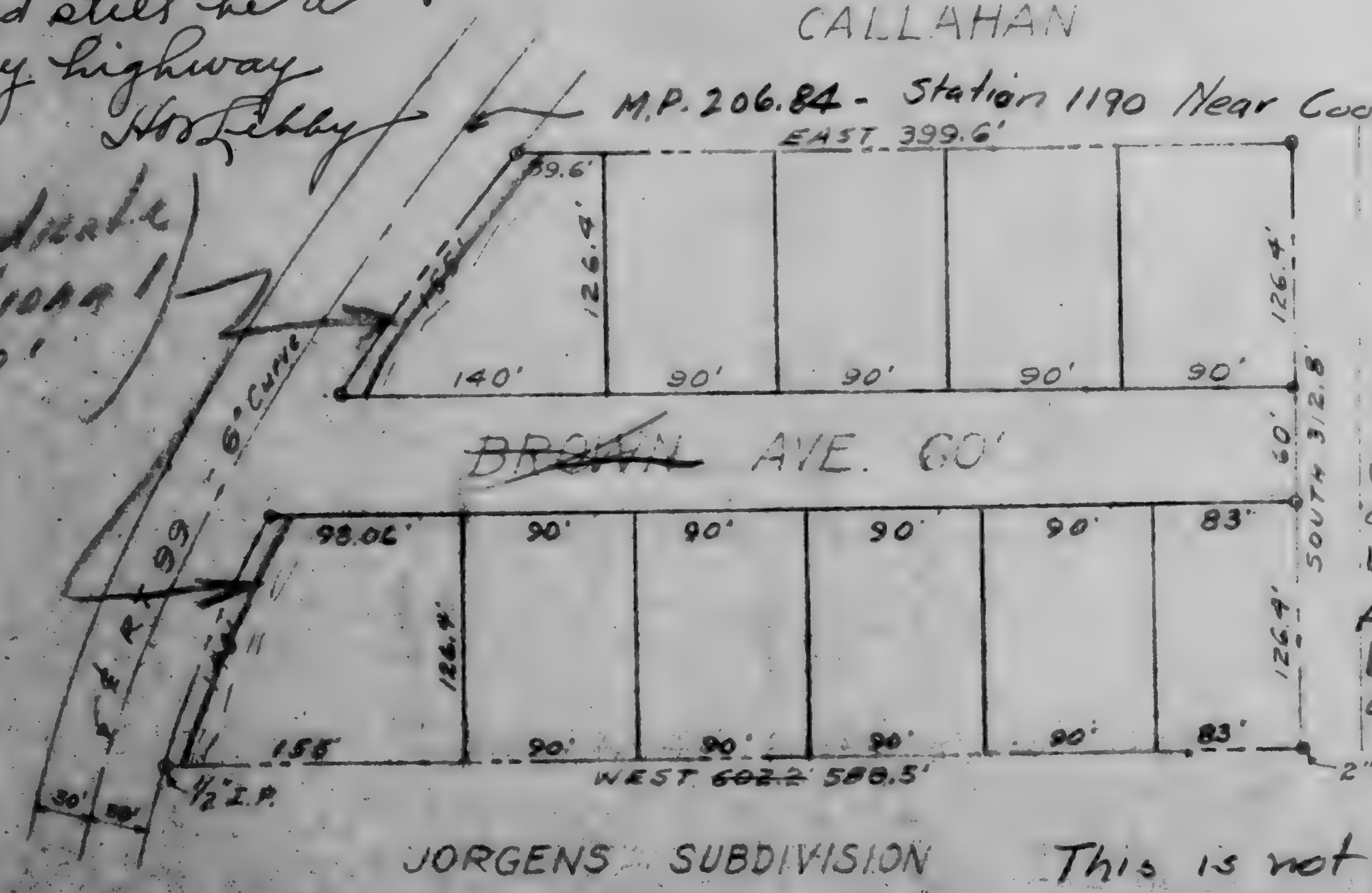
SCALE 1" = 100'

Mile 206.84

Not in Through way Area.

Recommend 20 ft
be dedicated in order
to make standard R/W
on one side. In new
highway is built by
Roberts Mt., this will
become Coos Bay-Roseburg
Hwy, and still be a
primary highway
Hos Libby

dedicate
additional
10'


N
CALLAHAN
M.P. 206.84 - Station 1190 Near Coos Junction
EAST 399.6'
99.6'
126.4'
140'
90'
90'
90'
90'
126.4'
6° Curve
99
R
~~BROWN~~ AVE. 60'
60'
SOUTH 312.8'
98.06'
90'
90'
90'
90'
83'
126.4'
126.4'
155
90'
90'
90'
90'
83'
WEST ~~602.2~~ 588.5'
1/2" I.P.
2" I.P.
30'
30'
JORGENS SUBDIVISION

HARRY
WINSTON

Williams:- Suggest
you approve 10'
dedication as suggested
by Planning Comm.
Also ask that owners
be required to set back
an add[illegible] 10'

This is not on
line of Pac Hwy. We
intend to locate final
line east of here through Roberts Mt.

James R. Daugherty.

2339
NOV. 10, 1944
JAMES R. DAUGHERTY

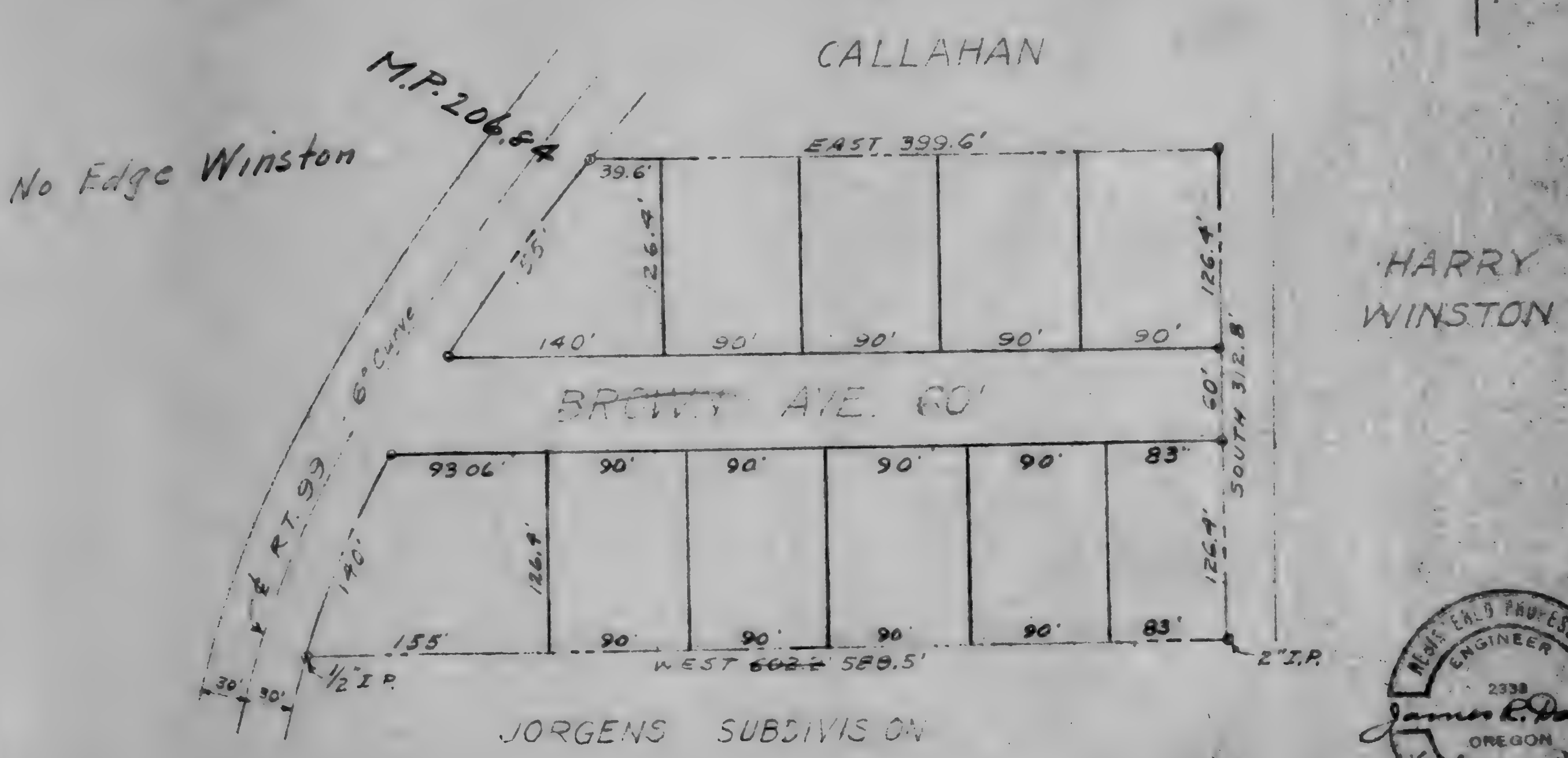
PRELIMINARY LAYOUT

PHILLIP F. BROWN TRACTS

WINSTON · SECT. 21 · T28S · R6W · W.M.
DOUGLAS COUNTY · OREGON

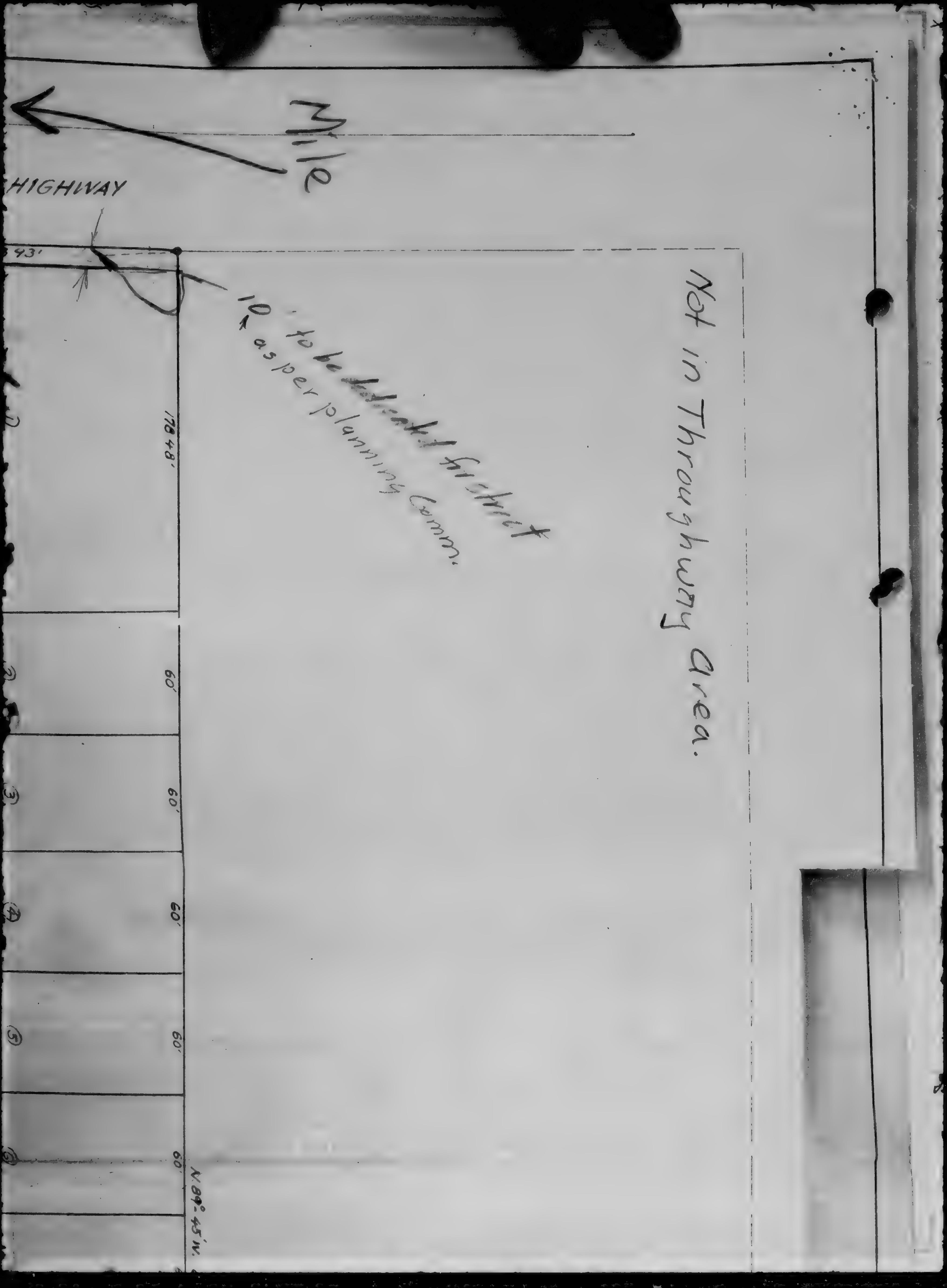
SURVEYED & PLATTED BY
JAMES R. DAUGHERTY
CIVIL-SANITARY ENGINEER
214 U.S. BANK BLDG. · ROSEBURG, ORE.

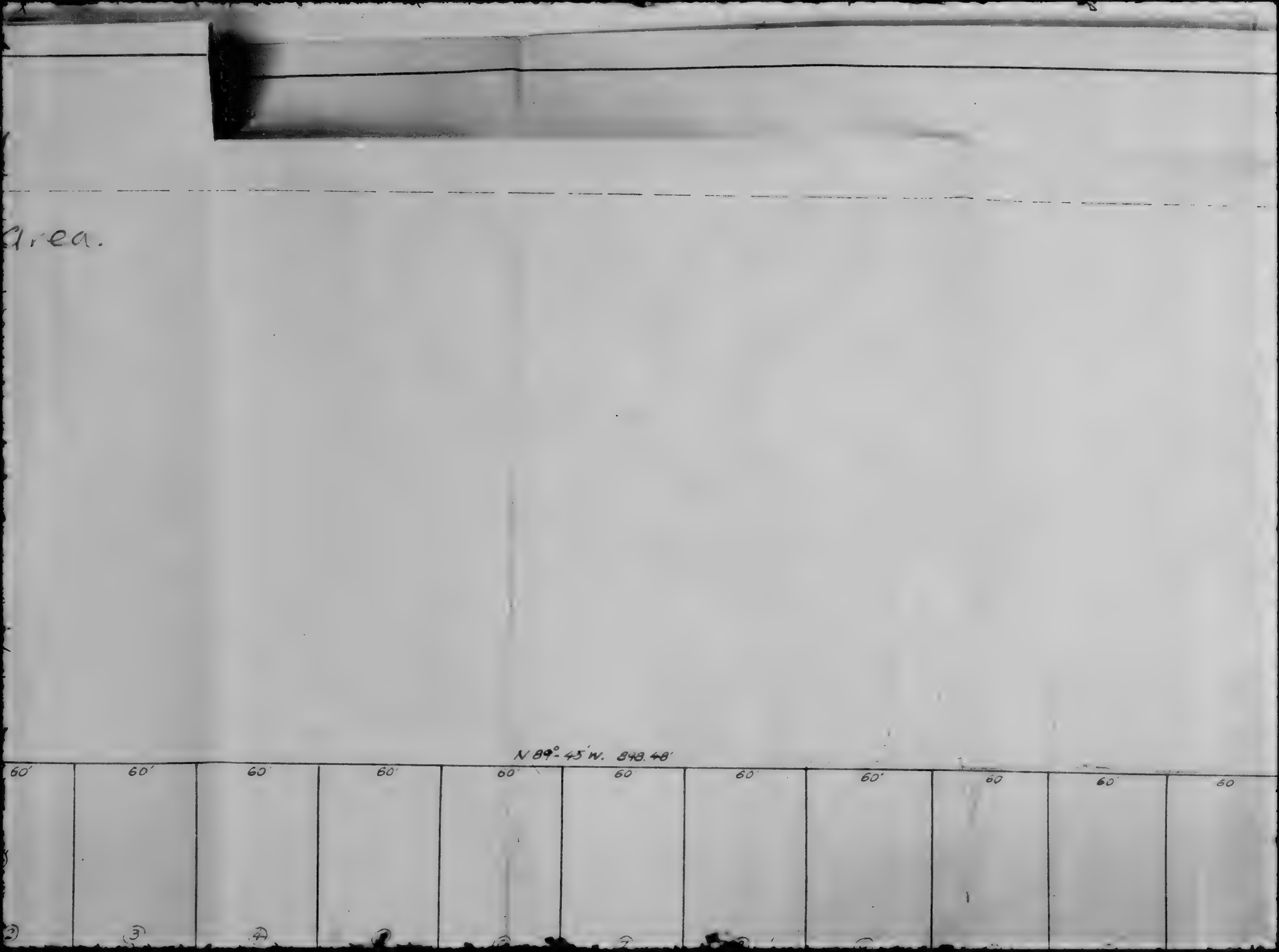
SCALE 1" = 100'


CALLAHAN
M.P. 206.84
No Edge Winston
EAST 399.6'
39.6'
55'
126.4'
140'
90'
90'
90'
90'
126.4'
HARRY WINSTON
BROWN AVE. 60'
60'
SOUTH 312.8'
6° Curve
℄ RT. 99
93.06'
90'
90'
90'
90'
83'
140'
126.4'
126.4'
155'
90'
90'
90'
90'
83'
1/2" I.P.
2" I.P.
WEST ~~602.1~~ 588.5'
30'
30'
JORGENS SUBDIVISION

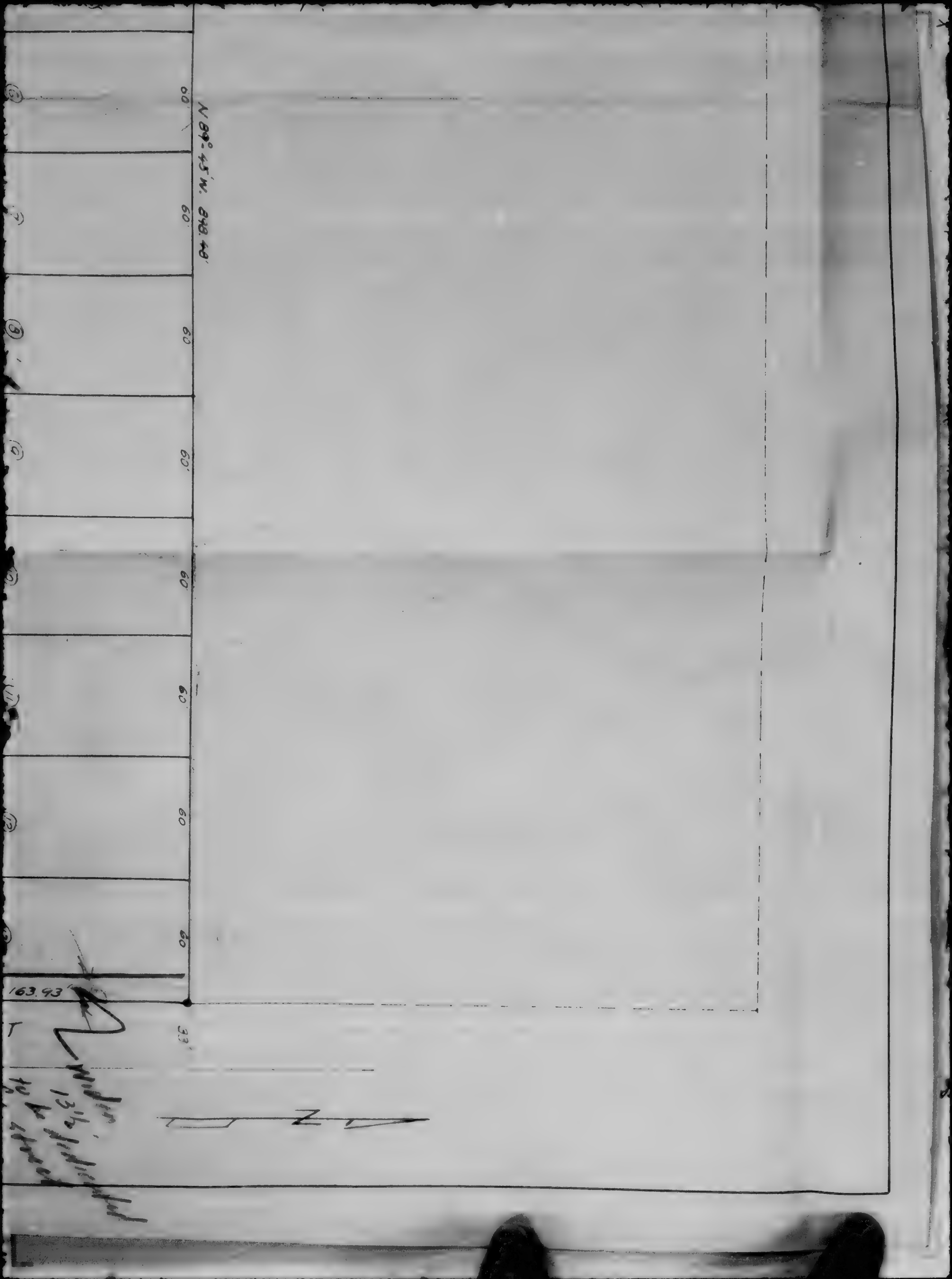
2338
OREGON
NOV. 10, 1944
JAMES R. DAUGHERTY

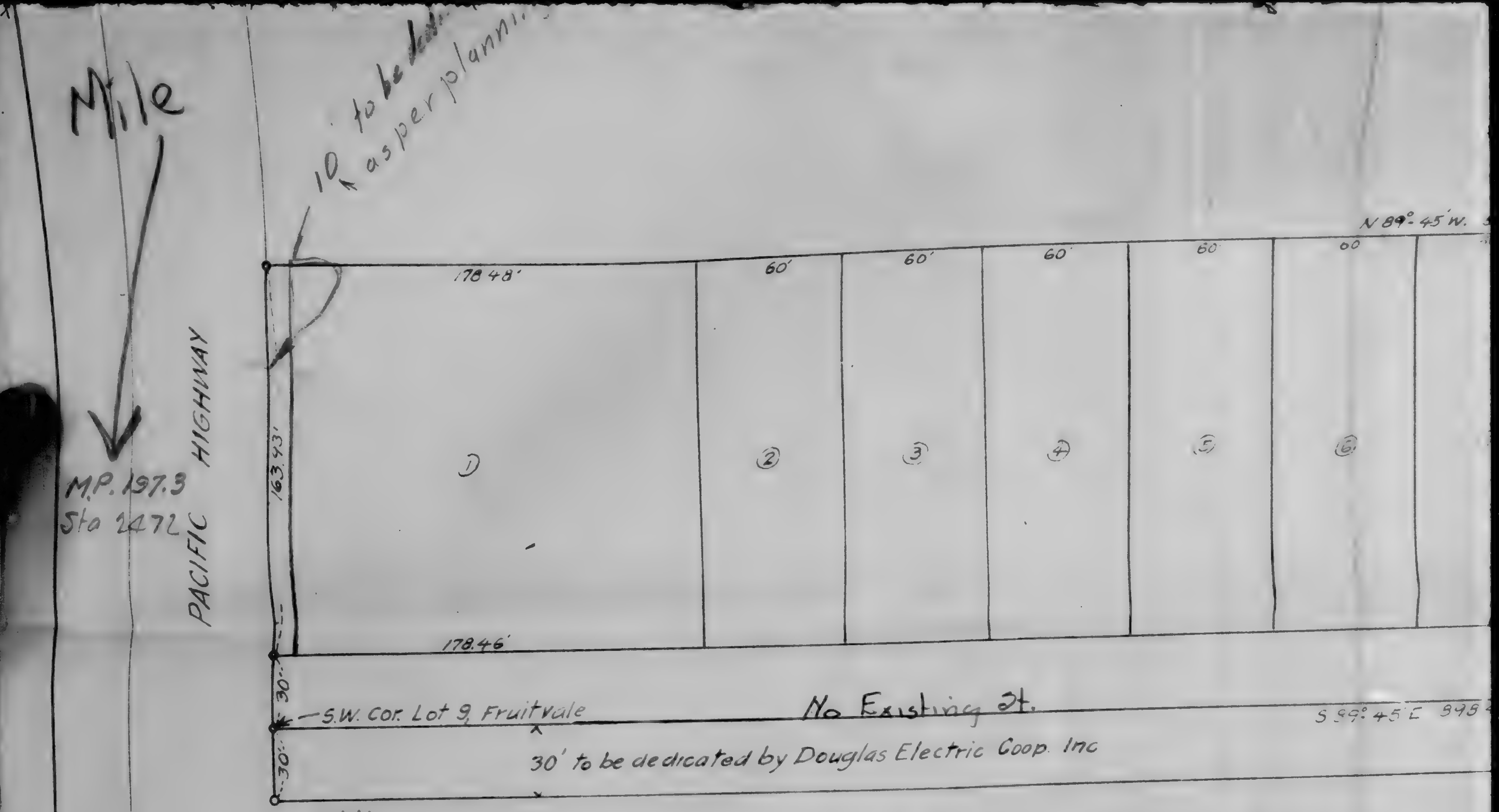
James R. Daugherty


Mile
HIGHWAY
43'
178.48'
①
60'
②
60'
③
60'
④
60'
⑤
60'
⑥
N.89° 45' W.
10' to be deeded for street as per planning Comm.
Not in Throughway Area.



Area.
N 89°-45' W. 848.48'
60'
60'
60'
60'
60'
60'
60'
60'
60
60'
60
2
3
4
7

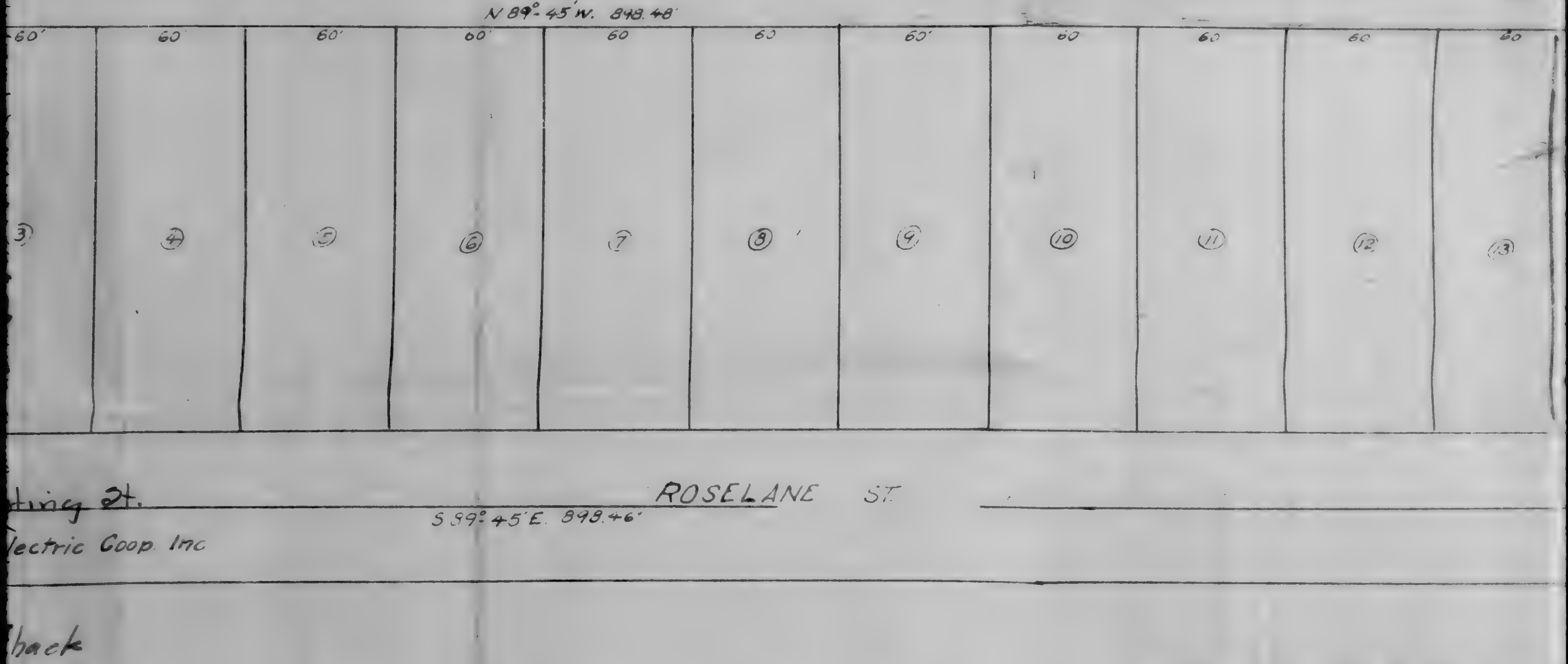

N 89°-45'W. 848.48'
60'
60'
60'
60'
60'
60'
60'
60'
163.93'
33'
8
N
Widen 13½' dedicated
to be abandoned


Mile
M.P. 197.3
Sta 2472
PACIFIC HIGHWAY
10 to be ded
asper plannin
163.43'
178.48'
178.46'
60'
60'
60'
60
00
1
2
3
4
5
6
N 89° 45' W.
30'
30'
S.W. Cor. Lot 9, Fruitvale
No Existing St.
S 89° 45 E 998
30' to be dedicated by Douglas Electric Coop. Inc

Williams

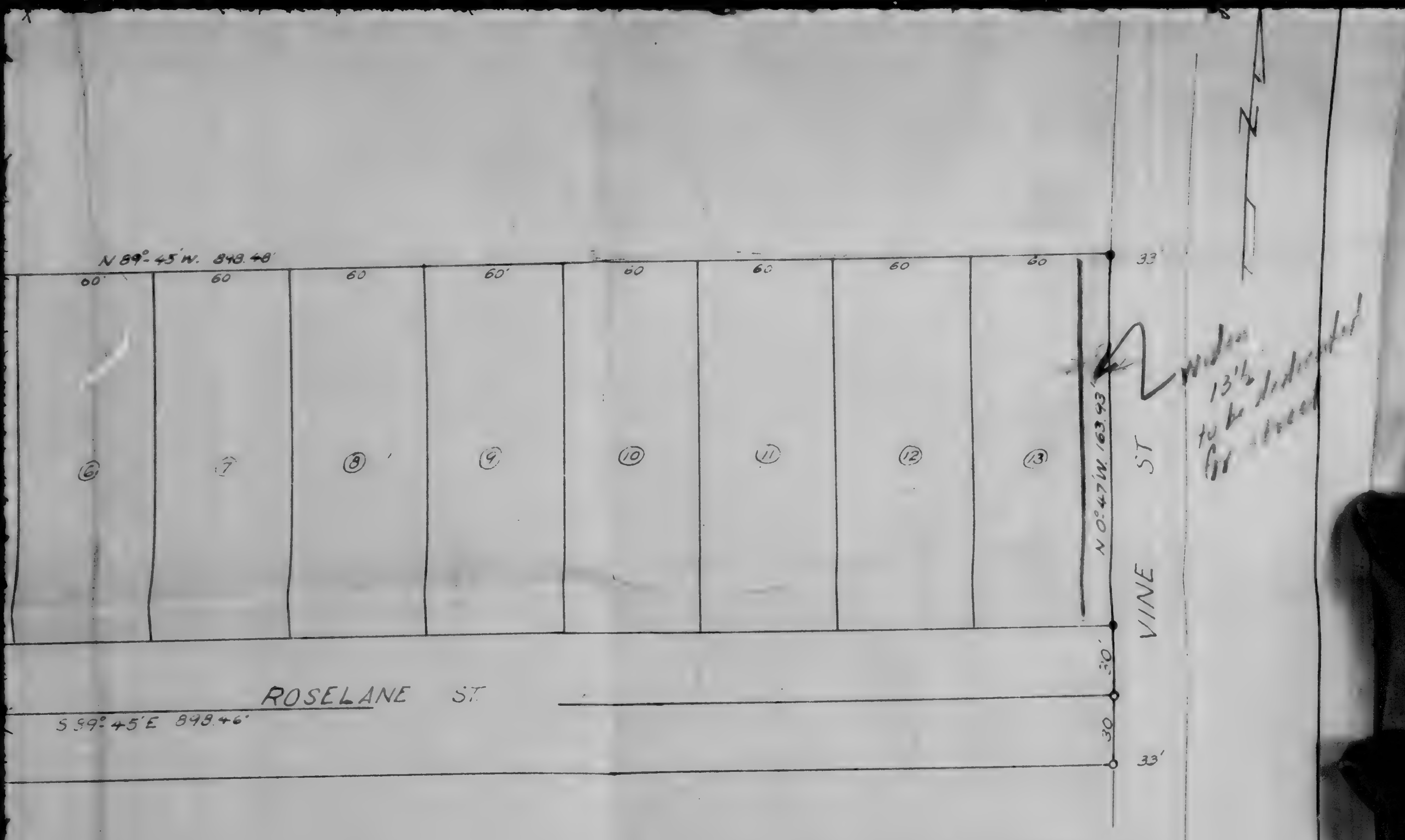
Would suggest requiring 20' Setback
To be setforth in dedication.

Suggestion OK
H.B. Libby

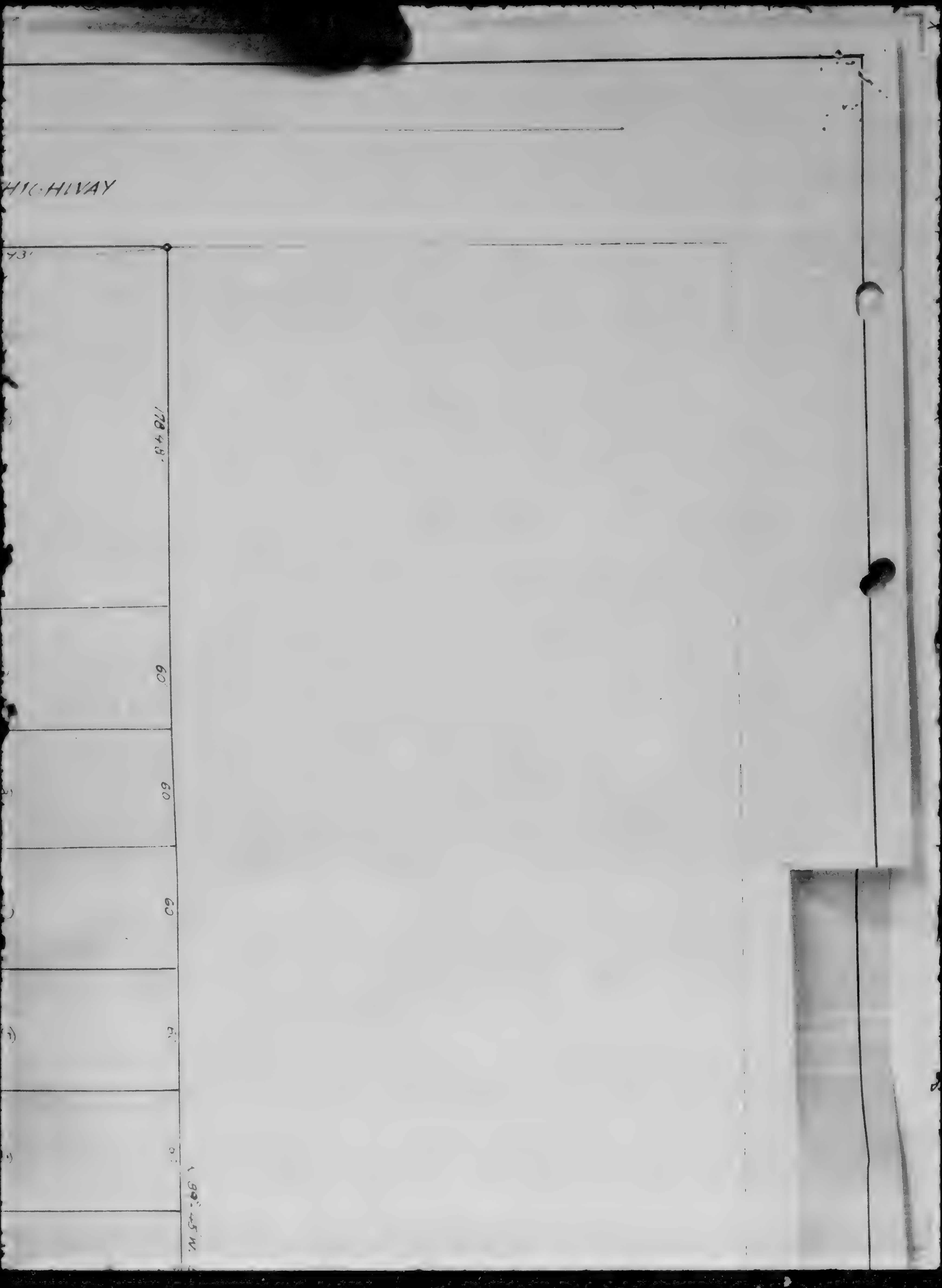

N 89° 45' W. 848.48'
60'
60
60'
60'
60
60
60'
60
60
60
60
3
4
5
6
7
8
9
10
11
12
13
ROSELANE ST.
S 89° 45' E. 848.46'
ting St.
lectric Coop. Inc
back

on.

PORTION OF LOT 9, FRUITVAL
IN SEC 12, T27S, R 61W; W.M. DOUGLAS
SUBDIVISION BY JAS. COOK
MAY 1949 A Boyer


N 89° 45' W. 848.48'
60'
60
60
60'
60
60
60
60
6
7
8
9
10
11
12
13
N 0° 47' W. 163.93'
ROSELANE ST
S 89° 45' E 848.46'
30'
30
33'
33'
VINE ST
Widen 13½ to be dedicated for street
N

PORTION OF LOT 9, FRUITVALE
IN SEC. 12, T27S; R6W; W.M. DOUGLAS COUNTY
SUBDIVISION BY JAS. COOK
MAY 1949 A Boyer 1" = 100' 1 = 50


HIGHWAY
73'
178.48'
60
60
60
90° 45' W.

60
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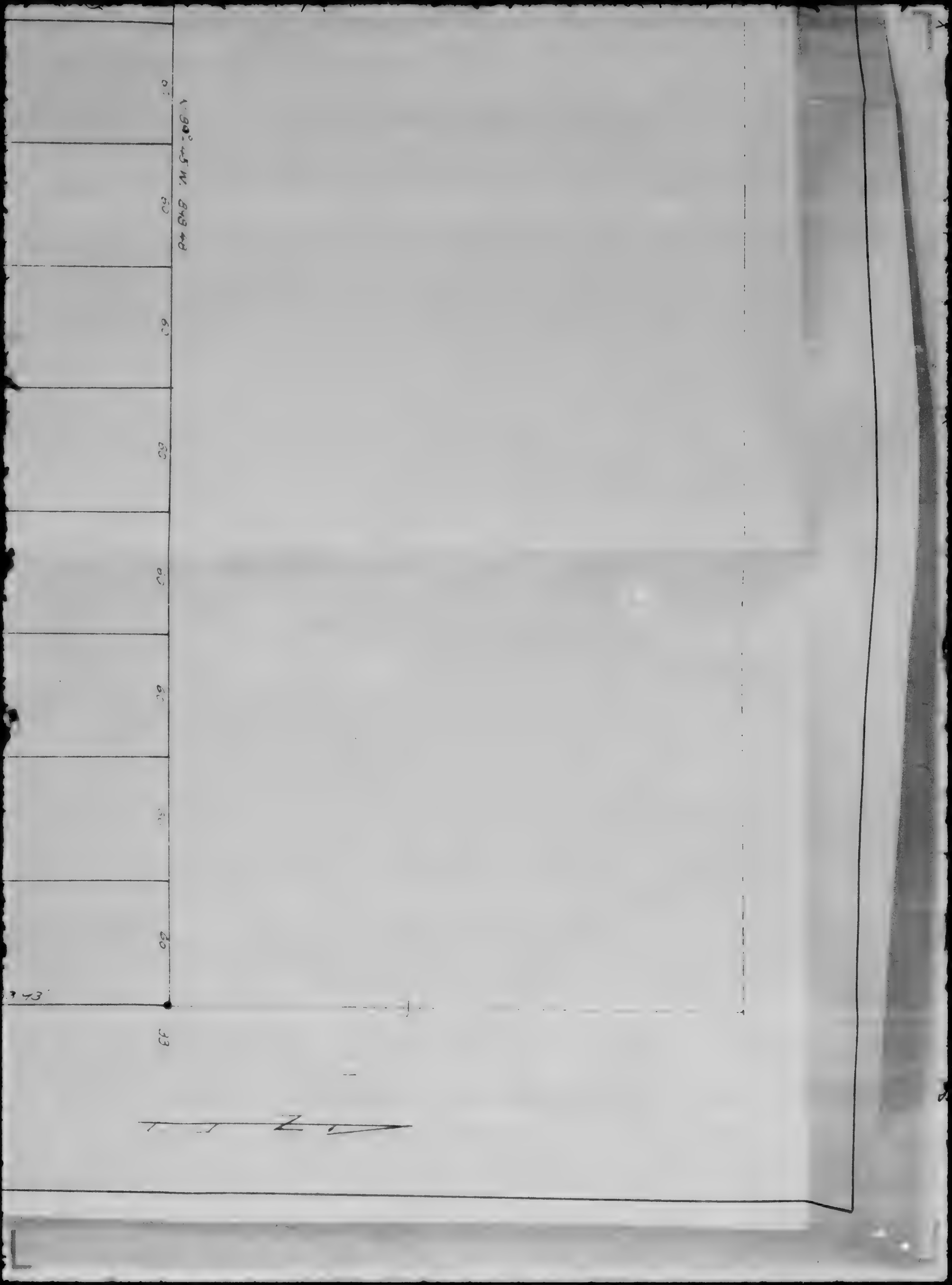
60
N 89° 45' W. 848.48


N. 90°45' W. 848.40
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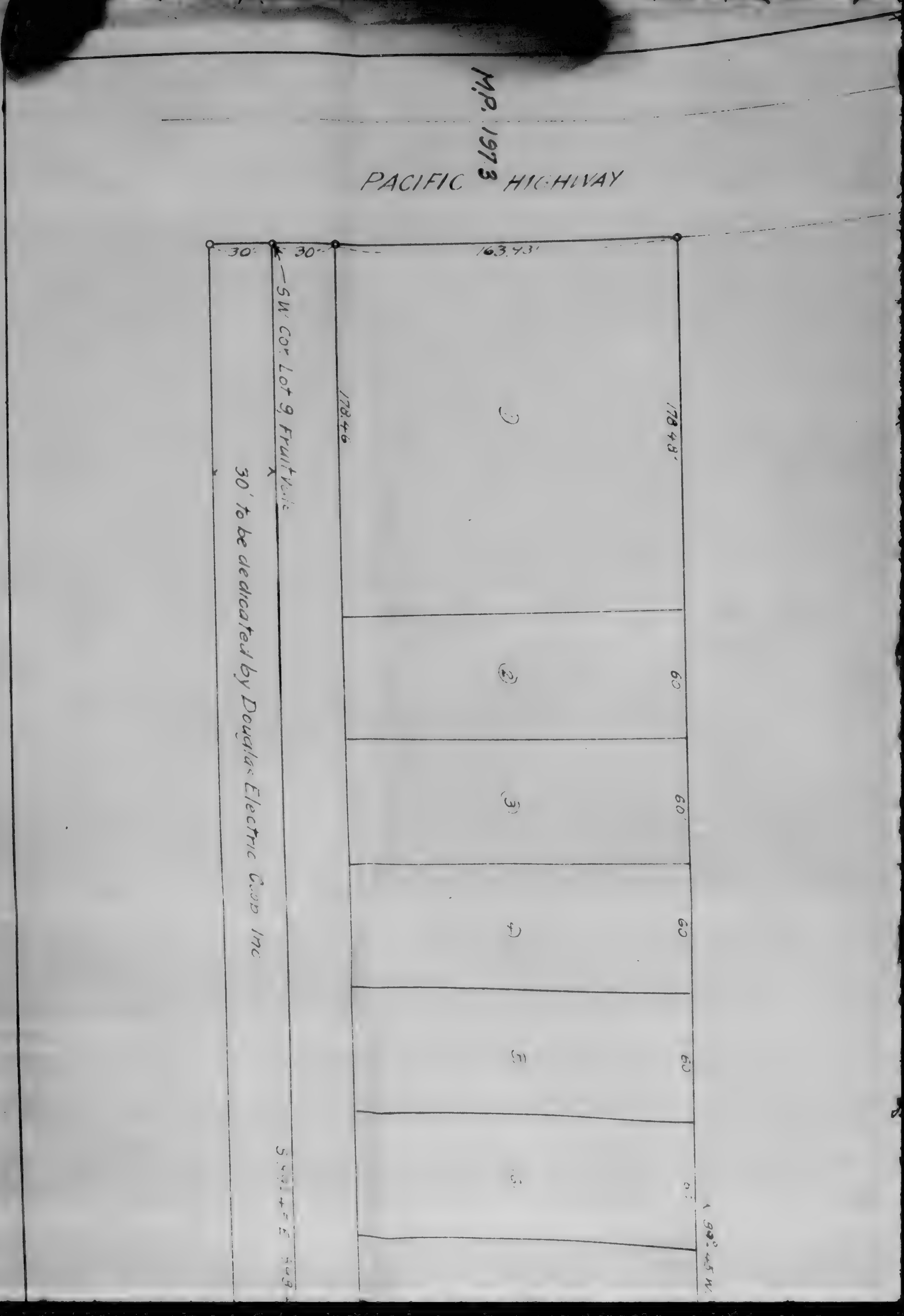
M.P. 197.3
PACIFIC HIGHWAY
30'
30'
163.43'
SW Cor Lot 9, Fruitvale
178.46
178.48'
1
2
60
3
60'
4
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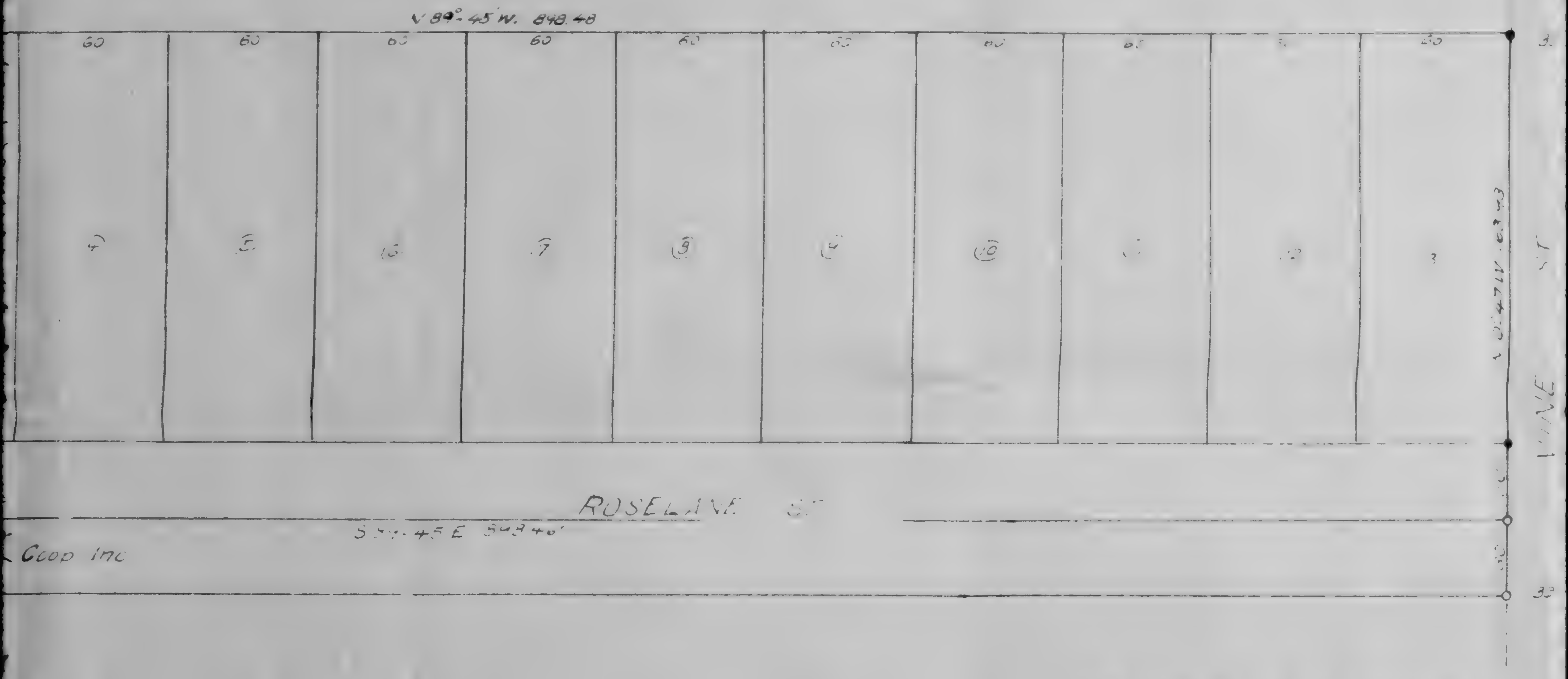
5
60
6
60
30' to be dedicated by Douglas Electric Coop Inc
90°45 W.


N 89°-45'W. 848.48
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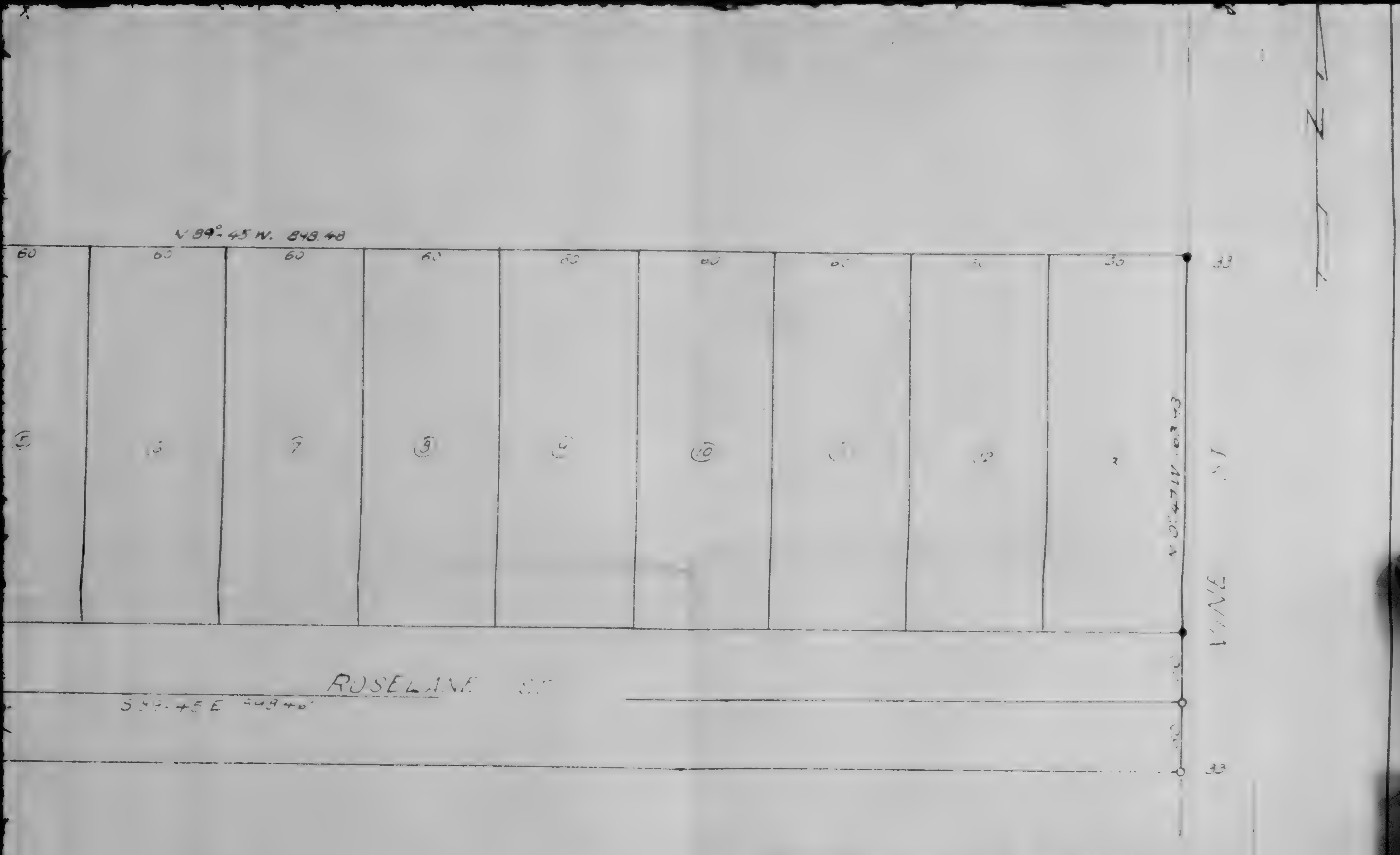
(10)
3
N 0°47'W. 63.43
VINE ST
ROSELANE ST
S 89°-45'E 848.48'
Coop Inc
30
30

PORTION OF LOT 9 FRUITVALE
IN SEC 12, T27S, R 6W, W.M. DOUGLAS COUNT
SUBDIVISION BY JAS COOK
MAY 1949 JsBoren 1"=100'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N 0° 47 W. 63.43
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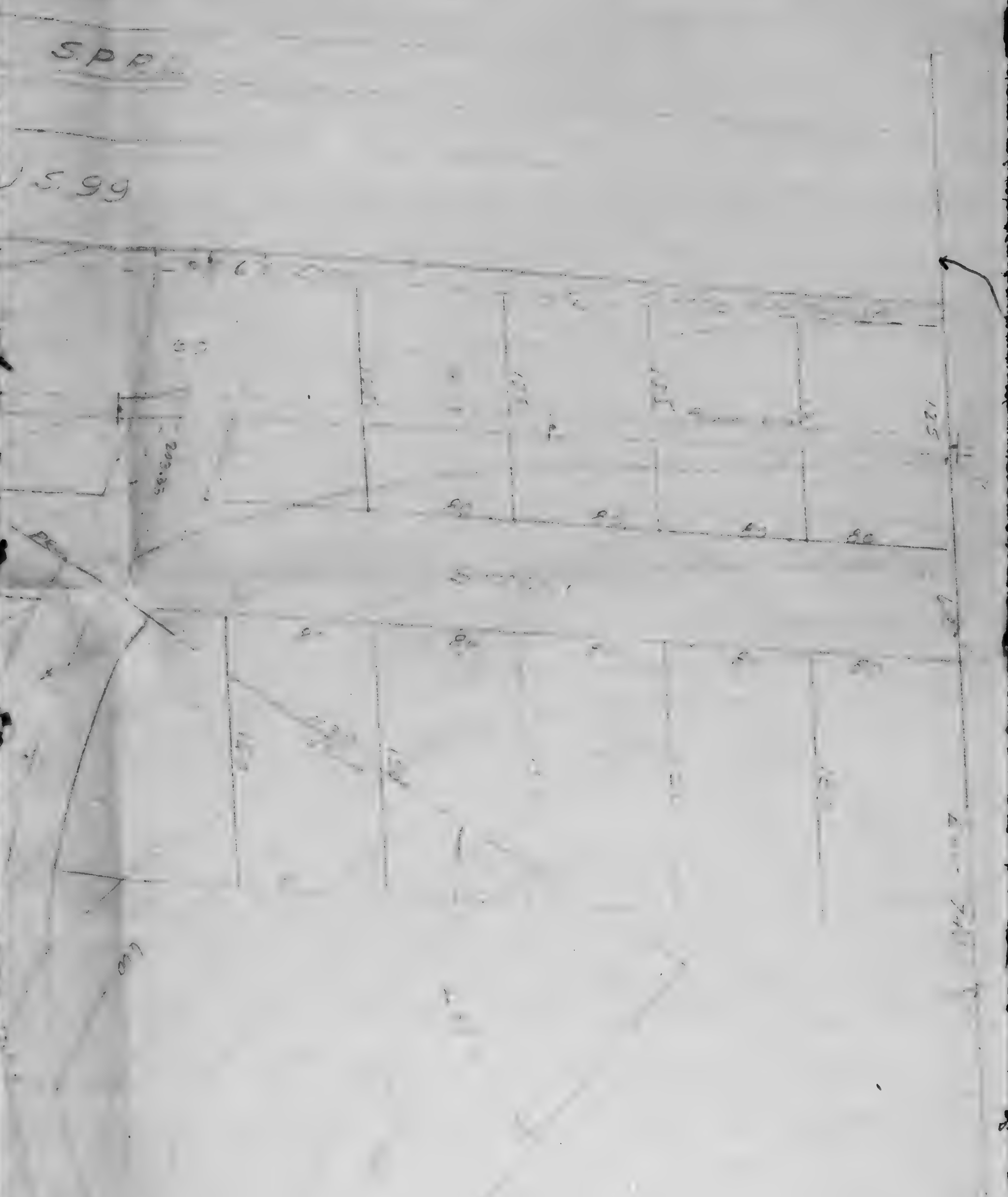
VINE ST
ROSELANE ST
S 89° 45 E 848.48
30
30

PORTION OF LOT 9 FRUITVALE
IN SEC 12, T27S, R 6 W, W.M. DOUGLAS COUNTY
SUBDIVISION BY JAS COOK
MAY 1949 1"=100'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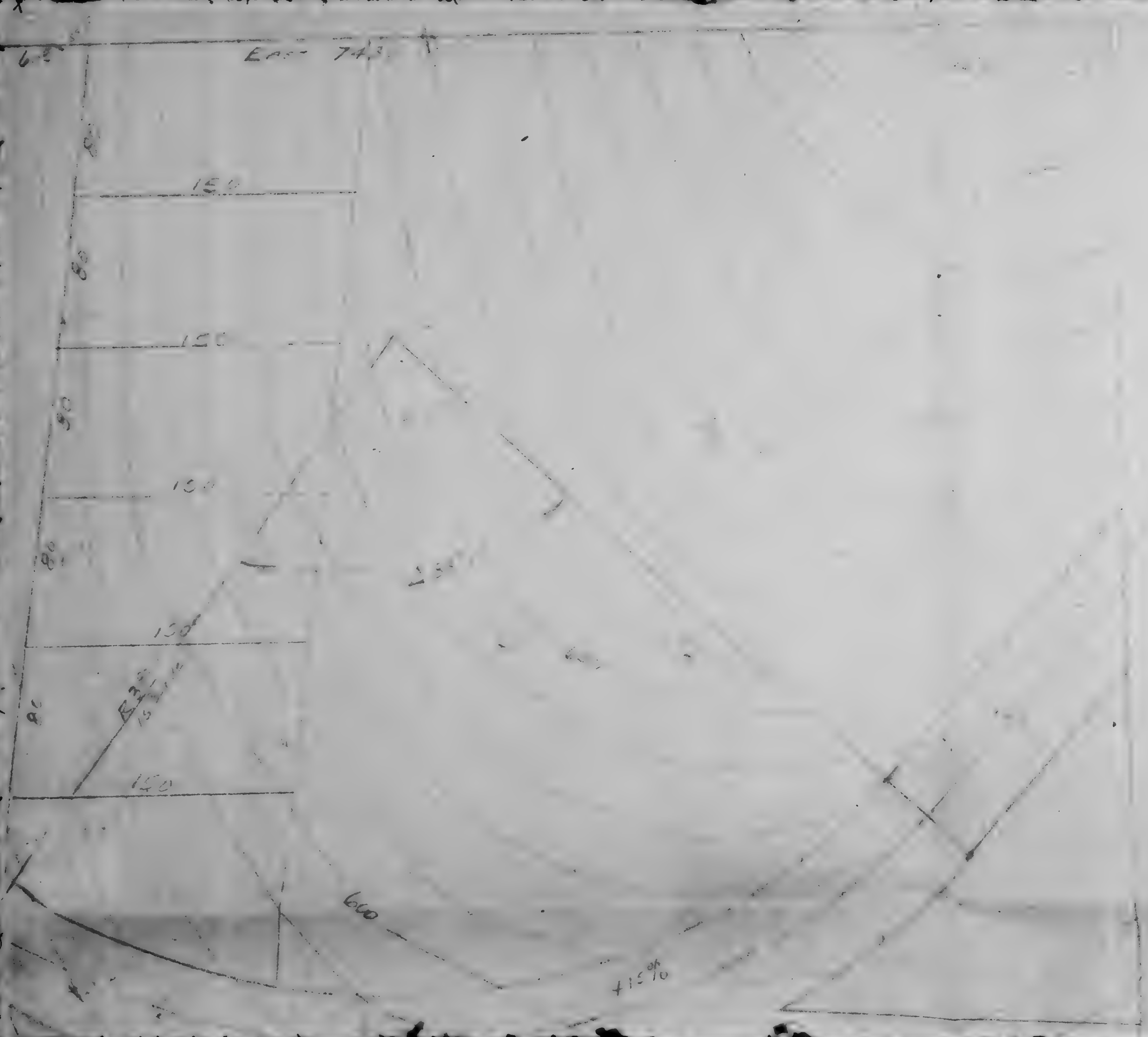
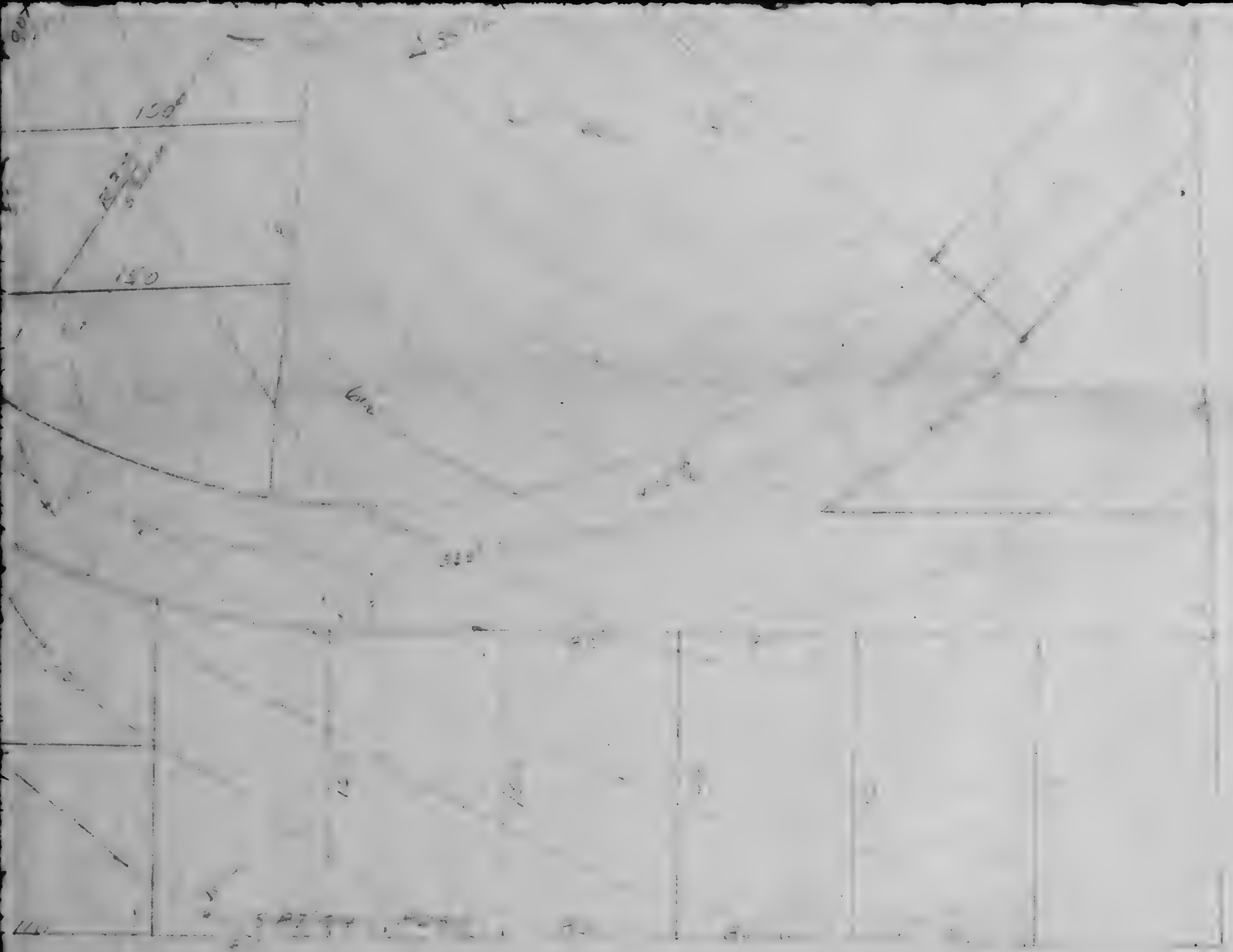


6.2
East 74.3
80
150
80
150
90
150
80
150
80
150
600
+15%

G C
LOT 1
TO

RECORD PLAT
FOR
G C BLAKE
LOT 10 DIXONS ADD'N
TO FRUITVALE

SPRR
U.S. 99
50
90


150
150
STREET

From
[illegible]
O. C.
LOT
to F
[illegible]
[illegible]

[illegible] PLAT

OF

G. C. BUSH

[illegible] DIVISION

[illegible]

[illegible]

[illegible]

RECEIVED
FOR FILING
[illegible]
3417

3l

Salem, Oregon
September 29, 1949

Mr. H. G. Smith

At the last meeting of the State Highway Commission, improvement of the Pacific Highway to a four-lane facility was considered in north Roseburg. The Commission deferred action on the matter, pending an investigation and report on the right-of-way situation in the entire north Roseburg area. The Commission brought up the point that if we proceeded with the short section of approximately one mile of four-lane highway without providing right of way for future extension we might be bottlenecked. It was, therefore, requested that we immediately determine all rights of way that will be needed for the extension of four lanes to a point well beyond where building development is occurring.

It is, therefore, requested that such preliminary surveys be made as are necessary to establish future alignment of the Pacific Highway for some two or three miles north of Roseburg and sufficient information gathered so that right-of-way appraisals may be made and the property acquired if the Commission so desires.

If this matter can be expedited so that a report can be made at the November 7-8 meeting of the Highway Commission, it will be appreciated.

W. C. Williams

WCW:me

cc Mr. K. D. Lytle
Mr. Forrest Cooper

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

Co-resp
R/W
Pacific Hwy Co

September 29, 1949

Mr. Jerome F. Sheldon
Staff Writer
Roseburg News-Review
Roseburg, Oregon

Dear Mr. Sheldon:

Pardon my delay in answering your communication of September 22 inasmuch as I have been absent from my office representing the Governor at a meeting of the Redwood Empire Association in California.

The Commission, at its last meeting, talked for some time about the need for widening the highway north of Roseburg and, before taking any final action, instructed the Engineer to make a report on the total location as far north as Winchester.

I have also requested the Engineer to make a preliminary study of the possibility of one-way streets in Roseburg for carrying Pacific Highway traffic.

As soon as the report has been made and the Commission has acted upon it, I will advise you further.

Very truly yours,

T. H. Banfield
Chairman

RHB:hi
cc Mr. R. H. Baldock

NOTED
State Highway Engineer

ROSEBURG NEWS-REVIEW

Roseburg, Oregon

COPY COPY

Sept. 22, 1949

T. H. Banfield, Chairman
State Highway Commission
Salem, Oregon

Dear Mr. Banfield,

The future route of the Pacific highway through Roseburg is a matter of much concern to local residents. This past summer, the Roseburg Chamber of Commerce requested the State Highway Commission to make immediate surveys and acquire the best route for the Pacific highway between here and Winchester.

The News-Review is curious to learn what has been done along this line. That is, we understand that surveys for the future highway route have been made in the past, but that no right of way has been acquired. Although the State Highway Commission probably has no one definite plan for the highway in mind, we would be interested in knowing what possible routes the commission might select for the highway, if it would be in good public policy to say.

That is, what problems are involved in selecting the new highway route? Would it be feasible to widen the present highway to four lanes between here and Winchester, as many local groups advocate? The traffic congestion on the highway directly north of the city is quite serious. We imagine that the State Highway Commission has its future highway program mapped according to need and funds available. Where does this work fall into your program? Also, can you give us any statement the practicability of establishing a divided route for highway traffic through the city—northbound on one street, southbound on another?

If you can supply answers to any of these questions, we would very much appreciate it.

Very truly yours,

THE NEWS-REVIEW

/s/ Jerome F. Sheldon
Jerome F. Sheldon
Staff Writer

COPY

RECEIVED
FOR FILING
10-11-54
3417

February 24, 1949

Oregon State Highway Commission

Gentlemen:

At the next Commission meeting, a delegation from Douglas County and the City of Roseburg will appear before you relative to the possibility of improvements on the Pacific Highway in the vicinity of Roseburg, and particularly that section in the northerly part of Roseburg which is now badly congested.

Building development in the northern part of Roseburg has been quite rapid during the past few years, and there now results an almost continuous development from the city limits to a point two miles north thereof. This section is now carrying, on a two-lane roadway, approximately 10,000 vehicles daily, and with the large number of intersecting streets and side roads, the congestion has reached the point where it is without question more acute than at any other point on the Pacific Highway south of Eugene.

There are no funds tentatively allocated for this improvement, which would cost approximately $400,000 for the two miles involved. Should there be any additional funds available, however, I would recommend this project as one of the most meritorious on the Pacific Highway. This information is given you in order that you may have the facts of the matter before the Roseburg delegation appears.

Very truly yours,

R. H. Baldock
State Highway Engineer

gd
cc: W. C. Williams

AGENDA
MAR 1st 1949

D

Roseburg delegation

Al Flegel
Percy Croft
Judge Busenbark
Wm. Wells, Cal. Ore. Po. Co.

Re. improvement of Pacific Highway at north limits of Roseburg.

10:00 AM
Mar. 1. 49

D

310-1708 Yoncalla Section on "E" St. 1/5
in Yoncalla

#3419

RECEIVED
[illegible] 1951
FOR FILING

310-[illegible]

3419

ORECON STATE HIGHWAY COMMISSION
(date)
July 20, 1951

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
3419	2-final	Western Paving & Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11711	19749	$ 750.00	7/20/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

a. a. Hicklander
ACCOUNTING DIVISION

Specified Completion Date: June 15, 1951

Time Extensions: None needed

Completion Date: June 4, 1951

Date Accepted: June 18, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-23-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
a. a. Hicklander

RECEIVED
FOR FILING

316-1701

3419

June 27, 1951

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

State Highway Contract No. 3419 for work performed on the Yoncalla ("B" Street) Section of a city street in Douglas County was completed by the contractor, Western Paving and Construction Company, on June 4, 1951 and was formally accepted by the Highway Commission on June 18, 1951.

Final payment in the amount of $750.00 will be released to the contractor on or after July 7, 1951. The total contract amount is $15,638.32, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there by any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

chr

NOTED ON CARD
6-27-51 ew

Hansen and Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

RECEIVED
JUL 2 1951
FOR FILING

310-1708

3419

June 18, 1951

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Western Paving and Construction Company on Contract No. 3419 covering grading and surfacing on the Yoncalla ("B" Street) Section in Douglas County. This payment , in the amount of $14,888.32, will be made on or after June 28, 1951. The retained percentage is $750.

The State is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

cc Seth Leavens Agency
Jackson Tower, 806 S. W. Broadway
Portland, Oregon

[illegible]
6-19-51 er

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 9, 1951, 19

Section Yoncalla (B Street)

Kind of work Grading and Bit. Maca.

Highway City Street

Section prefix 310-1708

Contractor Western Paving and Construction Co.

Contract number 3419

Date of contract Oct. 5, 1950, 19

Date of completion June 15, 1951, 19

Date work started May 15, 1951, 19

Estimated date of completion June 4, 1951, 19

Amount of contract . . . . $ 14,716.00

Per cent of time elapsed 92% %

Estimated cost of completed project, exclusive of engineering . . . . $ 15,638.32

Per cent of contract completed, based on total contract price . . . . 111 %

Engineering cost to date $ 560.85, 3 %

Date project was completed June 4, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Job Monday June4, 1951. Semi-Final estimate turned in June 6, 1951

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

Signed R. D. Asbury

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and	Thru week	
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 13 1951
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 41606

December 19, 1950

Mr. Lee Blickenstaff
Mayor, City of Yoncalla
Yoncalla, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

As a result of your phone call to Mr. Hagemann of this office, Mr. R. D. Asburry, Resident Engineer of our Division office at Roseburg, was asked to contact you. Mr. Asburry has written that this was done and he discussed the street problem in connection with the "B" Street project with you. It was his belief that all points in connection with this matter were cleared up to your satisfaction.

I am enclosing a copy of the bid proposal for this project which sets forth the provisions of the contract. You will note that on page 2 of the Special Provisions, the date of completion for earthwork and rock base was set as not later than November 30, 1950, and for oiling work, May 1, 1951, with all work completed not later than June 15, 1951. As Mr. Asburry explained it, it was not advisable to hold the contractor to the November 30 date for completion of the earthwork and rock base due to unusually heavy rains. The contractor will realize no advantage from this as he is paid on a unit bid price and receives compensation only for work performed.

If you have any further questions in connection with this or any other matter, do not hesitate to contact us.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWH:MM
Encl.

FORM E-90 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 15, 1950

SUBJECT: Yoncalla (B Street) Proj.

To: Mr. John W. Cattrall
County & City Relations Eng'r.
State Highway Department
Salem, Oregon.

Dear Sir:

Contacted Lee Blickenstaff, Mayor of Yoncalla, today regarding the "Yoncalla (B Street) Project". I explained to him that due to the wet weather we have had from the latter part of October to date, that it was impractical to start work on this street this fall as the street would be all torn up and muddy and there was a good possibility that we could not get all the rock on this fall and the street would be left in a bad condition during the winter months. He agreed with me on this.

His main objection was due to the fact that he thought the contract was lump sum contract rather than a unit bid contract. He raised the point that if the rock was put on the road this fall there would have to be additional rock put on in the spring, by waiting until spring to put onthe rock the contractor would not have to put this additional rock on, thereby making a saving to the contractor; if the contractor made a saving he should lower the contract amount . I explained that it was a unit bid contract and the contractor would get paid only for the amount of rock incorporated in the project.

This seemed to satisfy him and I left him in, seemingly, a very satisfied state of mind.

Very truly yours,

R. D. Asburry

R. D. Asburry
Resident Engineer

cc: K. D. Lytle

RECEIVED
DEC 18 1950
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 18 1950
OFFICE OF
CONSTRUCTION ENGINEER

[illegible]

RECEIVED
OCT 27 1950
FOR FILING

310-1228

3419

October 27, 1950

Western Paving & Construction Co.
223 East 2nd Street
Albany, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3419 which was awarded to you on October 5, 1950 by the State Highway Commission, covering the Yoncalla (B Street) Section in Douglas County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
OCT 9 1950
FOR FILING
310-1708

5-9

October 6, 1950

Western Paving and Construction Co.
223 East Second
Albany, Oregon

Gentlemen:

Confirming my telegram to you of October 5, the State Highway Commission awarded to you on October 5 Contract No. 3419 for grading, surfacing and oiling on the Yoncalla (B Street) Section, Douglas County.

This award was based on your low bid of $14,716 submitted on September 29, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

cc - T. G. Smith
Goldie Lewis
S. H. Probert
~~G. [illegible]~~
L. R. White

T 1950
OR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

AGENDA
Oct 26 1950

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 5, 1950
4:55 p.m.

Western Paving and Construction Co.
223 East Second
Albany, Oregon

State Highway Commission awarded you today contract for Yoncalla Section in Douglas County, based on your low bid of $14,716.00 submitted on September 29, 1950. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files✓

Ltr confirmed

RECEIVED
OCT 6 1950
FOR FILING

FORM E-20X 15M 1-49 29024

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

NOTED
W. C. WILLIAMS

Enclosed is a check against the general fund of the City of Yoncalla in the amount of $1,955.50 payable to the State Highway Commission. This check represents an advance deposit by the City of Yoncalla to cover the estimated costs in excess of $15,000 for the special city allotment project on "B" Street in that city.

Payment by the city of all costs over $15,000 is in accordance with a verbal agreement approved by the City Council and to be confirmed by letter.

Award of the contract for this project has been held pending such an agreement by the city.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

Check [illegible] 10/6/50

JFH:MM
Encl.

cc: Mr. W. C. Williams
Mr. M. H. Hawke

CITY OF YONCALLA

YONCALLA, OREGON

October 4, 1950

State Highway Commission
Salem Oregon.

NOTED
J. W. CATTRALL

Mr. John W Cattrall
Dear Sir:

The City Council of Yoncalla Oregon on October 5, 1950 was called in special session by Mayor Blickenstaff and decided to deposit with your representative a check in the amount of $1955.50 to guarantee the completion of the Yoncalla B Street

RECEIVED
OCT 5 1950
ENGINEER
COUNTY & CITY RELATIONS

Kittie Jobe
Recorder.

Lee Blickenstaff
Mayor.

NOTED
J. W. CATTRALL

August 31st, 1950

Kittie Jobe
City Recorder
Yoncalla, Oregon

Dear Madam:

The Highway Commission, at its August 21-22 meeting again failed to award a contract for the construction of the $250,000 City Allotment project in your city, because no bids were received.

Since the project cannot be advertised for bids again until the Sept 28-29 Commission meeting, it is felt that it would be too late in the present construction season to finish the job satisfactorily this year. It is planned however to readvertise the project for bids for construction next year.

Very truly yours

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engr, County & City Relations

RHP:blt

RECEIVED
FOR FILING
FORM E-30X 15M 5-40 31606

310-1121

3419

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1950

SUBJECT: City Street Contract Job - Yoncalla

To:

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I have your letter of August 22, asking about City Street Contract Job at Yoncalla. No bids were received at the last two Commission meetings.

I asked Mr. Baldock, who said this job is to be re-advertised, and not to be done by State Force.

This confirms my phone call to Mr. Edwards.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:TH
cc
cc: R. H. Baldock

William.
Will have to be done
next year.

RECEIVED
FOR FILING

Yoncalla

July 3, 1950

Kittie Jobe, City Recorder
City Hall
Yoncalla, Oregon

Dear Madam:

We are enclosing herewith for your records and files a fully executed copy of the City Allotment Project Agreement between the State of Oregon, by and through its State Highway Commission and the city of Yoncalla, covering the improvement of "B" Street from Second Street to Fifth Street, a distance of approximately 0.28 mile.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

April 4, 1950

Kitty Jobe
City Recorder
Yoncalla, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

The State Highway Commission at its March 20-21 meeting approved a project in the City of Yoncalla to be constructed from the $250,000 city allotment as provided by Chapter 149, Oregon Laws 1949.

Said project as approved provides for grading, placing base rock and bituminous surface on "B" Street from 2nd Street to 5th Street. The city is to place drainage culverts.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

$250,000 City Allotment (1950)

YONCALLA

Preliminary Estimate

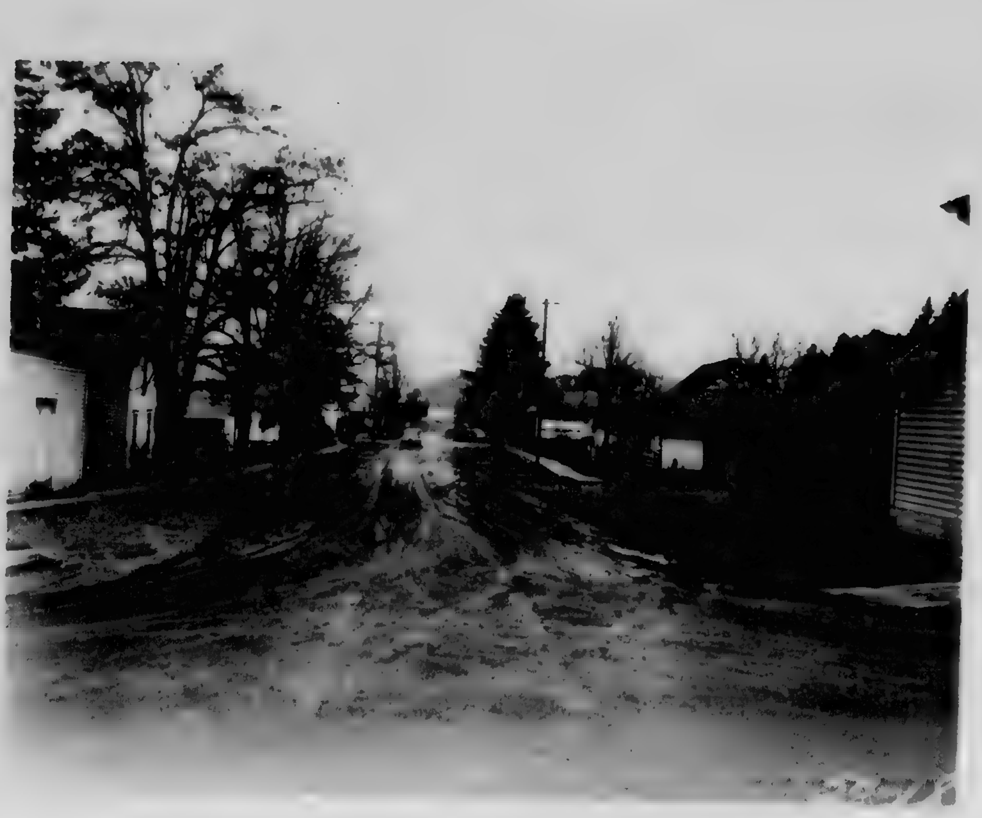
"B" Street from 2nd to 5th, a distance of approximately 0.28 mile

Grade and shape street, place base rock 28' in width, 0-11 oil mat 22' in width.

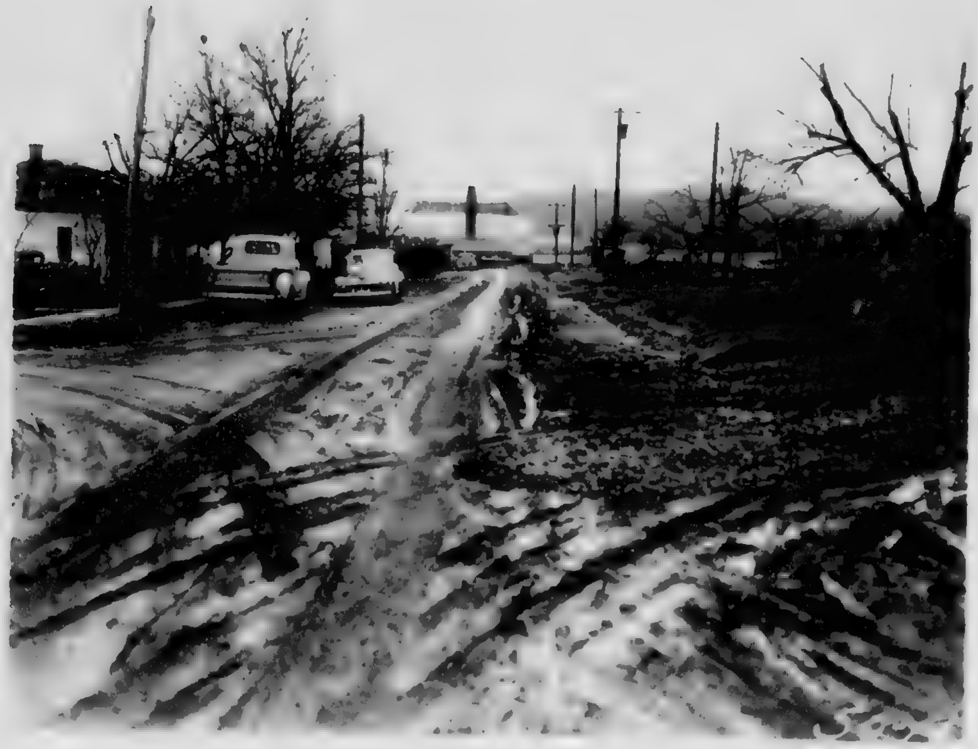
Item	Quantity	Unit Price	Total
Grade and shape street	All	$ Lump	$ 200
3"-0 in base and shoulders	2200 cu. yd.	3.20	7,040
3/4"-0 in base and shoulders	500 cu. yd.	3.80	1,900
Sprinkle	50M gal.	4.00	200
Preparation of base	0.28 mile	1000.00	280
Furnish and place aggregate	230 cu. yd.	6.00	1,380
Furnish and place asphalt	23 tons	60.00	1,380
Estimated Construction Cost			$12,380
10% Engineering and Contingencies			1,238
Estimated Preliminary Engineering			350
			$13,968

Total Estimate --- $14,000

HCA:MM
3/10/50



Yoncalla
B Street from 2nd Looking South
2/15/50



Yoncalla
B Street from 4th Looking South
2/15/50

Form cc-50
Special City Allotment

12-6-49

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Yoncalla is an incorporated city of the State of Oregon, and has a population of 378., as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,

B street from 2nd st to 5th st

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

B street from 2nd st to 5th st

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Yoncalla does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Councilman Homer Kruse, as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of December, 1949.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

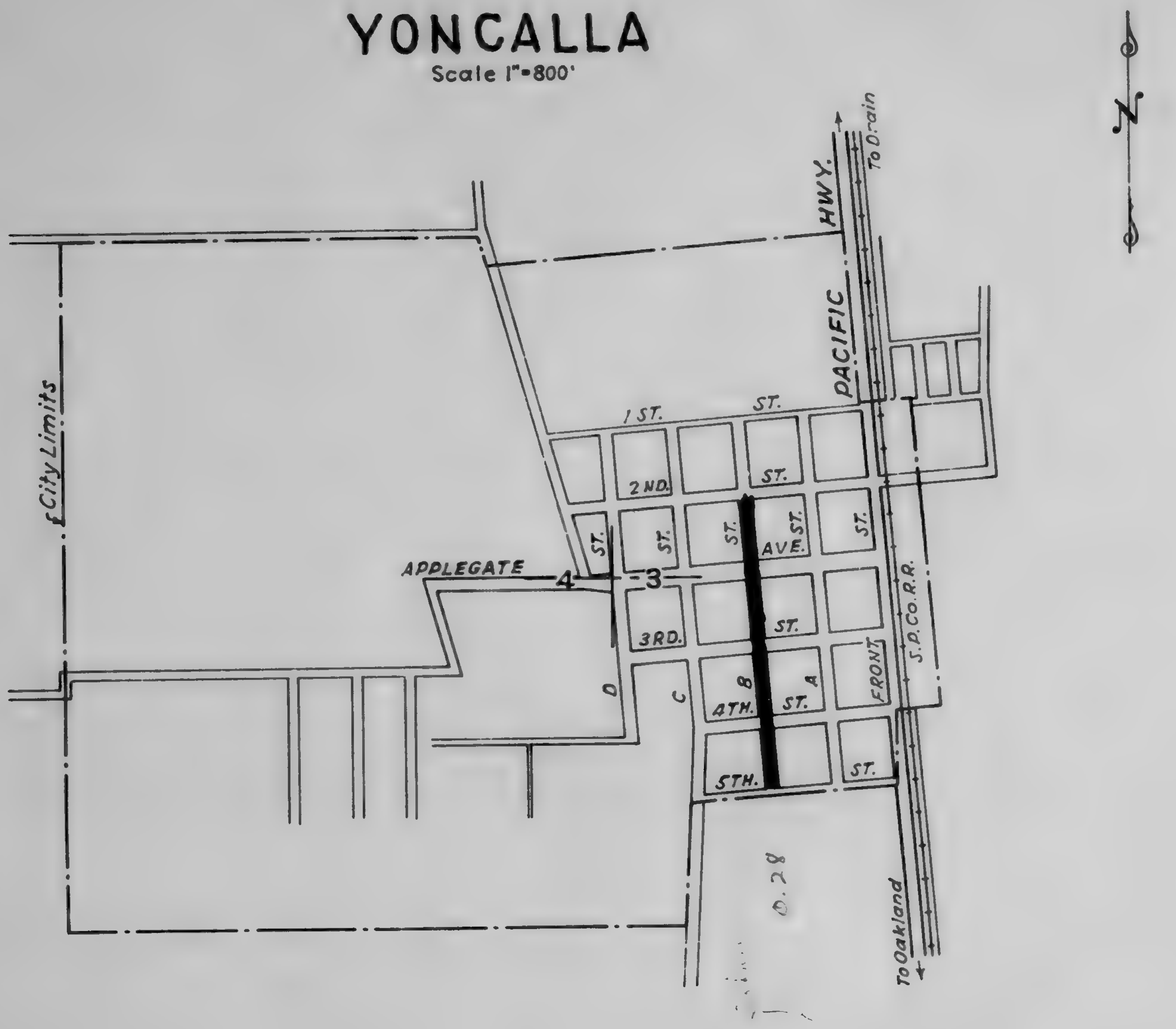
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Yoncalla at a regular or special meeting of said council, held on the 6th day of December, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 29th day of December, 1949..

Kittie Job
City Recorder

YONCALLA

Scale 1"=800'


City Limits
APPLEGATE
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1 ST.
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PACIFIC
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To Drain
S.P. Co. R.R.
To Oakland
0.28
N

Rev. 8-8 49

3-3414 Estacada Maintenance Building 1950

#3400

RECEIVED
MAR [illegible] 51
FOR FILING

[illegible]

3420

OREGON STATE HIGHWAY COMMISSION
(date)
March 5, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3420	4-final	Foothills Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3061	10629	$ 936.85	3/5/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1950 (exterior painting 5-31-51)

Time Extensions: None required -

Completion Date: Jan. 30, 1951

Date Accepted: Feb. 26, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-6-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible] 1951

A.A. Wicklander

RECEIVED
1951
FOR FILING

3-2914

February 14, 1951

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20
California

Gentlemen:

Please be advised that State Highway Contract No. 3420, covering construction of the Estacada Maintenance Building in Clackamas County, has been completed by the contractor, Foothills Construction Co., and that final payment in the amount of $936.85 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we also wish to advise that the total contract amount is $8,214.30, and that no force account work was performed on the job. This contract was completed on January 30, 1951 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. George J. Campbell
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 3 - 1950
FOR FILING

3-3-4, 1

November 3, 1950

Foothills Construction Co.
Box 252
Oswego
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3420, which was awarded to you on October 5, 1950 by the State Highway Commission, covering construction of maintenance building at Estacada in Clackamas County. This copy is for your record and files.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
[illegible] 1950
FOR FILING

3-2414

3420

October 6, 1950

Foothills Construction Company
Box 252
Oswego, Oregon

Gentlemen:

Confirming my telegram to you of October 5, the State Highway Commission awarded to you on October 5 Contract No. 3420 for construction of the Estacada Maintenance Building in Clackamas County. This award was based on your low bid of $8,310.00 submitted on September 28, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fn

Enc.

cc - R. G. Smith
Goldie Lewis
E. H. Probert
G. S. Paxson
L. R. White

RECEIVED
NOV 21 1950
FOR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

AGENDA
2736

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 5, 1950
4:55 p.m.

Foothills Construction Company
Box 252
Oswego, Oregon

State Highway Commission awarded you today contract for construction of Estacada Maintenance Building in Clackamas County, based on your low bid of $8,310.00 submitted September 28, 1950. Contract froms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files

RECEIVED
OCT 6 1950
FOR FILING
FORM E-30 25M 8-50 42268

3-3414

3420

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1950

SUBJECT: Estacada Maintenance Bldg.
Clackamas County

To: Mr. W. C. Williams
Ass't. State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The right of way covering the Estacada maintenance building has been secured, and as far as the Right of Way Department is concerned, this contract may be awarded.

Very truly yours,

J. M. DEVERS

By

R. L. PORTER
Ass't. Right of Way Engineer

RLP:ts

RECEIVED
1950
FOR FILING
FORM E-30 25M 1-50 37536

3420

-A

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1950

SUBJECT: Maintenance Site at Estacada

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

We hand you herewith Original Authorization for Negotiation and Statement of Information forms for a proposed maintenance site in Estacada.

Mr. Skelton and Mr. Strohmeyer report that this site appears to be the most satisfactory obtainable. We concur in this recommendation and recommend that we proceed with the purchase of the property and the scheduling of the construction of a maintenance building as soon as arrangements can be completed. Mr. Collier concurs in this recommendation.

Mr. Strohmeyer has sent in a "Plat of Terrace Addition Estacada" which shows the location of the site. We also attach a copy of our Drawing No. 6B-35-19 which better shows the relative position of the site and the highway through Estacada. We attach a copy of Mr. Skelton's letter of July 12, 1950, recommending this site; also, a copy of a letter from S. N. Mayhew reporting on his investigation of title, ownership and cost.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.

appr'd 8-5-50
" to H G Smith

NOTED
W. W. STIFFLER

file

CEIVED
JUL 14 1950
FOR FILING

Salem, Oregon
July 13, 1950

Mr. I. A. De France

Sometime between the 1st and 5th of August, please check up our estimated expenditures together with our total capital outlay project authorizations for the construction and improvement of maintenance stations, as a comparison with our 1950 budget, to determine what funds would be available to apply on financing an equipment storage building at Estacada where we now have no storage.

The above will be used as the basis of a request to the Commission at the August 21 meeting for authority to construct the building.

W. W. Stiffler

WWS:er

cc: M. H. Hawke

FORM E-30X 15M 5-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 12, 1950

SUBJECT: Maintenance Site at Estacada

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am submitting herewith Original Authorization for Negotiation and Statement of Information forms for a proposed maintenance site in Estacada. I am also enclosing map of the Terrace Addition to Estacada, showing the property in question, and a copy of a letter dated July 6th from S. N. Mayhew, advising that the property can be secured through the Trust Department of the First National Bank of Portland at a price of $800.00.

I believe this is the best site obtainable in the Estacada area, and would be entirely satisfactory for our purpose. I would recommend that the site be secured, and that we proceed with the construction of the maintenance building at this location as soon as practicable.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encls.
cc: W. M. Strohmeyer

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland
July 6, 1950

SUBJECT: Investigation and pre-negotiation of a parcel of property in Terrace Addition, Estacada

To:

Mr. A. G. Skelton
Office
Portland, Oregon

For the attention of Mr. Broadwell:

As re_uested, I have looked into the possibilities of acquisition of this property and find that the title will permit, that the Trust Department of the First National Bank of Portland is prepared to handle the sale and that the price is $800.00.

I am attaching the Statement of Information, a copy of same two maps showing the location and a letter from the Trust Department of the First National Bank which states the price.

S. N. Mayhew (Sgd.)

S. N. Mayhew

Copy to Mr. Forrest Cooper

COPY

FORM K-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1950

SUBJECT: Estacada Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

I went to Estacada Friday, June 16, and met W. M. Strohmeyer to inspect a lot upon which it is recommended that we construct a maintenance station. This lot lies west of Wade Street between 4th and Terrace Streets. It is four blocks off the highway but located on a gravel street close to the Union Oil substation. Water, lights and sewer lines are adjacent to this property and, although there are residences east and south of the property, there should be little objection to our type of construction. Mr. Strohmeyer has made an exhaustive search of available properties and reports that, due to a continuing boom in lumbering activities, all property in the town is closely held, the same condition existing in adjacent suburban areas.

Last winter we rented a storage bay in a local garage; however, this spring the garage was sold and the new owner objected to our type of storage and terminated our agreement. Since the last of May, we have had no quarters, our trucks sitting out in the street or in front of one of the workmen's houses, gasoline is being bought on credit card, so that the need for quarters is urgent.

Mr. Strohmeyer states that it is his opinion that a parcel of ground, 190'x150', can be purchased for $800.00. An additional parcel of property lying immediately to the west of the first parcel and joining with Union Oil property on the west is undeveloped and probably could be purchased at a similar cost. Inasmuch as this property is clear, practically level with a gentle slope to the north, having water, lights and sewer line immediately adjacent, we believe that we would be justified in paying more than we would for other property which might require clearing, grubbing, grading, draining, septic tank, a well, and possibly a light plant. There is considerable log hauling traffic in this area and we believe it is economical to station our maintenance crew at Estacada.

NOTED
W. W. STIFFLER

We recommend that we obtain authority to negotiate for the purchase of this property or possibly other property that a right-of-way man may locate and, if possible, obtain additional authority to construct a standard maintenance station 28'x52' to provide two storage bays and a standard shop unit. This building should be of fire-proof construction using block walls and metal roof similar to the one being constructed at Jewell. The construction of the building at Jewell by contract cost $7292.00 including a septic tank. Our estimate of the cost of a maintenance station at Estacada would be -

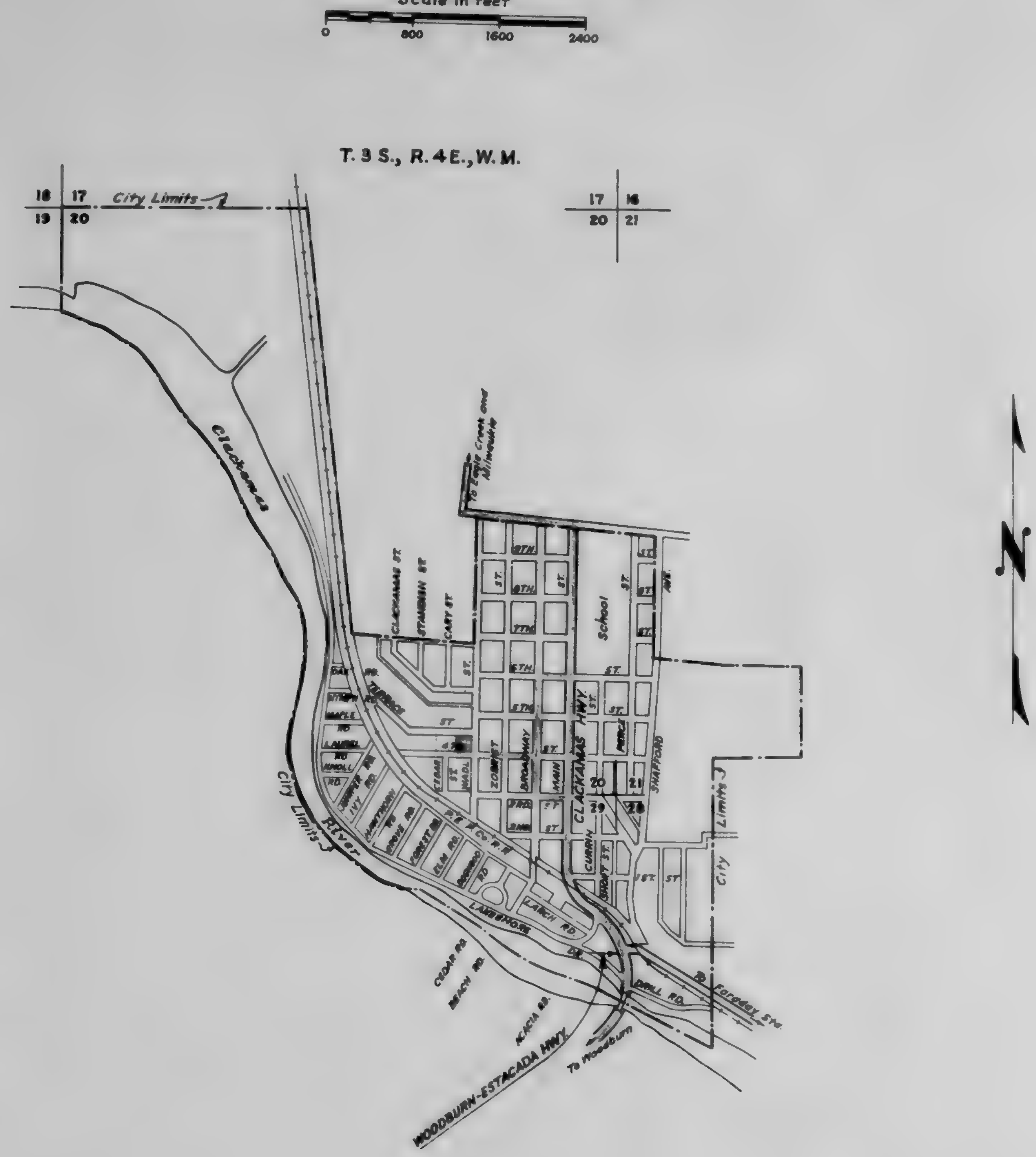
Building	$7,000
Engineering	700
Grading	100
Surface and oil driveways	1,000
Fence and gate	200
Pumps, tanks, canopy and island	1,200
Purchase of lot	800
Total	$11,000

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls. 2

ESTACADA


Scale in Feet
0
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1600
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T. 3 S., R. 4 E., W. M.
18
17
19
20
City Limits
17
16
20
21
Clackamas
River
City Limits
To Eagle Creek and Milwaukie
CLACKAMAS ST.
STANDISH ST
CARY ST.
OAK RD.
MAPLE RD
LAUREL RD
KNOLL RD.
IVY RD.
HAWTHORN RD
GROVE RD.
FOREST RD.
ELM RD.
RD
TERRACE
ST
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
ST.
CEDAR
WADE ST
ZOBRIST
BROADWAY
MAIN
ST.
CLACKAMAS HWY.
School
ST.
PIERCE
SHAFFORD
AVE.
20
21
29
28
CURRIN
SHORT ST.
1ST.
ST.
City Limits
P. E. P. Co. R. R.
LARCH RD.
LAKESHORE
DR.
CEDAR RD.
BEACH RD.
ACACIA RD.
WOODBURN-ESTACADA HWY.
To Woodburn
DRILL RD.
RD
To Faraday Sta.
N

April 10, 1950

ECEIVED
FOR FILING
FORM E-90 10M 12-48 27989

COPY

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1949

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
Oregon State Highway Commission
P. O. Box 4644
Portland 2, Oregon

Dear Sir:

Received letter concerning establishment of a maintenance station at Estacada in order to handle work in that vicinity, especially during snow storms and high water. I am sending you a little sketch map of that vicinity showing a possible Estacada district. Will you please have Mr. Strohmeyer check over and advise if this meets with his approval?

I have talked this over with Mr. Stiffler and it appears that better service can be given by an establishment of a section at Estacada. We can not build there this year. Mr. Strohmeyer suggests that this fall we attempt to rent a building and set up a section and with perhaps two trucks, and that if no suitable building can be rented then we put in for a building in the 1950 budget. However, if we can rent a suitable building, we perhaps can defer the building for another year or more.

To sum up, your plan to set up a maintenance section at Estacada, it is approved to start this fall.

Very truly yours,

E. A. Collier,
Maintenance Engineer

EAC:mc
cc: W. M. Strohmeyer

3/18/49
Copied for: W. W. Stiffler ✓

S-220(3) Stout Cr.-Mill City Sec., 1950
North Santiam Secon. Hwy.
#3421

R

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 20, 1953

S-256(3)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3421	18-final	Cosmo Gilo

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
385	B-57788	$ 7,612.09	1/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 15, 1951

Time Extensions: Extended to Aug. 7, 1952 with penalty

Completion Date: Aug. 6, 1952

Date Accepted: Sep. 22, 1952

Penalties: Time Extension

Claims: None of record

Remarks:

Date: 1-23-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 23 1953
O. A. Rohlander

NOTED ON CARD
1-23-53

RECEIVED
JAN 13 1953
FOR FILING

Lewis

January 9, 1953

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from the Armco Drainage and Metal Products, Inc., in which they write as follows:

"Reference is made to yours of December 31, 1952 which is in regard to our claim against Cosmo Gilo on Contract 3421 in the amount of $212.20.

"Please be informed that this claim was paid by Mr. Gilo through his accountant, Mr. Edgar D. Hews on October 15, 1951."

This is in connection with a claim filed in this office on October 8, 1951, and concerning which we have previously advised you.

Contract No. 3421 is for the Stout Creek-Mill City Section of the North Santiam Highway in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - United Pacific Insurance Company
Branch Office

Mansfield and Company

Mr. Cosmo Gilo

NOTED ON CARD

RECEIVED
JAN 13 1953
FOR FILING

S 220(3)

3421

Jeris P

January 9, 1953

Armco Drainage and Metal Products, Inc.
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Mr. Duran B. Souls

Gentlemen:

Thank you for your letter of January 5 in which you state that Mr. Gilo has paid the claim you had against him in the amount of $212.20 on State Highway Contract No. 3421.

We will advise the surety that the claim has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

January 5, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glasyer

Gentlemen:

Reference is made to yours of December 31, 1952 which is in regard to our claim against Cosmo Silo on Contract 3421 in the amount of $212.20.

Please be informed that this claim was paid by Mr. Silo through his accountant, Mr. Edgar [illegible] Hews on October 15, 1951.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit Supervisor
North Pacific Division

Duran B. Souls:cs

DEFERRED TO
BY SECRETARY

RECEIVED

RECEIVED
JAN 2 1952
FOR FILING

[illegible]

3421

December 31, 1952

Armco Drainage & Metal Products,Inc.
2321 S. E. Gladstone St.
Portland 2, Oregon

Attention: Mr. Duran B. Souls

Gentlemen:

Our records disclose a claim filed by your Company against Cosmo Gilo in connection with contract No. 3421, for grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County. This claim was filed on October 10, 1951 for materials in the sum of $212.20.

Please advise us as to whether or not this claim has been settled so we can expedite final payment to the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

12-31-52 g

RECEIVED
JAN 2 1952
FOR FILING

S-220 (3)

3421

December 31, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3421 for grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County was completed by the contractor, Cosmo Gilo, on August 6 and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $7,612.09 will be released to the contractor on or after January 10, 1952, providing claim has been paid and this office advised. The total contract amount is $312,608.81, of which amount $8,317.45 represents force account items.

There is a claim filed against this project by Armco Drainage & Metal Products, Inc. for materials in the amount of $212.20, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD
12-31-52 g

R

RECEIVED
DEC [illegible]
FOR FILING

S-221(1)

3421

December 15, 1952

Mr. John S. Pollock
2116 North Blandena Avenue
Portland 11, Oregon

Dear Mr. Pollock:

Responding to your telephonic request of this day, I enclose a copy of my letter of September 25, 1952 directed to Mr. Cosmo Gilo concerning the penalty charged against Mr. Gilo on failure to complete his contract for construction of the Stout Creek-Mill City Section of the North Santiam Secondary Highway, State Highway Contract No. 3421, within the specified time limit. I think this is the letter you had in mind.

Incidentally, the exempt period referred to in the last line of this letter extends from November 10, 1951 to April 14, 1952 when work was suspended because of adverse weather conditions.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

~~[illegible]~~ [illegible]
Com[illegible]

---

letter & bill
Carr paid (copy)

[illegible]

~~[illegible]~~ [illegible]
Commission → [illegible]

2/16 [illegible]
[illegible] 11

Memorandum

Date 12-10-52 Time 2:00

To Mr. Glaesjer

Mr. Mr Pollock

Of Cosmos Blds. Contractor

Telephone No.

☐	Telephoned	☐	Called to see you
☐	Wants you to call	☐	Ret'd. your call
☐	Will call again	☐	RUSH

Message will call back

Monday.

By SL

RECEIVED
OCT 15 1952
FOR FILING

[illegible]

3421

October 15, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Cosmo Gilo on contract No. 3421, covering the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $6,244.24, will be released to the contractor on or after October 25, 1952. The retained percentage is $12,000.00.

There is a claim filed against this project by the Armco Drainage & Metal Products for materials furnished in the sum of $212.20, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

RECEIVED
OCT 9 - 1952
FOR FILING

5-[illegible]

3421

Salem, Oregon
Oct. 9,1952

Time Extension on Contract
No. 3421, Cosmo Gilo

Mr. S. H. Probert

Mr. G. S. Paxson

This note is in reference to the time extension granted to Cosmo Gilo on September 22, covering contract No. 3421 for grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County.

Mr. Gilo wrote a letter to the Highway Commission protesting engineering penalties assessed him subsequent to October 15, 1951. This matter was made an agenda item, Mr. Baldock writing a letter of recommendation to the Commission on September 17 which superseded the earlier letter attached to the time extension. In conformity therewith the contractor's request for a time extension was granted from July 1 to August 7, 1952, with the provision that engineering penalties be assessed from October 15 to November 10, 1951 and from April 14 to August 7, 1952, the contractor not being assessed penalty during the period his job was shut down during the winter months.

This information is given to replace the notation re contract No. 3421 in my letter under date of September 24, 1952.

gl

Secretary

cc: C. H. Maison
H. G. Smith

NOTED ON CARD
10-9-52 S

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OCT [illegible] 1952
FOR FILING

4-v-2

September 25, 1952

Mr. Cosmo Gilo
4912 S. E. Franklin St.
Portland 6, Oregon

Dear Mr. Gilo:

Reference is made to your letter of August 25, 1952 directed to the State Highway Commission in which you request relief from the payment of the penalty assessed against you for failure to complete your contract for construction of the Stout Creek Mill City Section of the North Santiam Section, Highway Contract No. 3421 within the specified time limit.

Your letter was brought to the attention of the State Highway Commission at its meeting this week and was given very careful consideration. In the discussion of the subject the Commission had the benefit of a report by the State Highway Engineer. From the factual information disclosed in the Engineer's report, the Commission could not justify granting your request. It therefore, will be necessary to charge you for the extra cost incurred in connection with this project from October 15, 1951 except such expense as may have been incurred during the winter of 1951-52.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sl

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 12th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In answer to Cosmo Gilo's request that he be relieved of any engineering expense on the Stout Creek-Mill City job, I attach a digest of the weekly reports.

This job was an ordinary grading job which could have easily been completed within the time limit. It ran for practically two years with more than double the normal engineering cost. At no time did the contractor show any interest in expediting the job, and he handled the work in such a way that it took the continuous effort of the engineering party to obtain a satisfactory job. I personally inspected the job at least twelve times with the Division Engineer, and part of the time with the contractor, in an effort to speed up the job.

The delays in right of way settlements had little or no bearing on the progress of the job, as there were plenty of places where the work could have been carried on. At the same time the contractor was refusing to place additional equipment on this job he took at least two other large jobs and even removed some of the equipment from this job to carry on other work. Had the contractor completed within the time limit, there would have been no slides.

Aside from the enormous engineering expense and the bother to the local people by having a portion of the road torn up for such a long time, there was no particular delay in getting the entire road opened for traffic, as the bridge over the North Fork will not be completed in time for paving the entire job.

If the engineering penalty is not assessed, I think the contractor's prequalifications should be cancelled.

Very truly yours,

H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

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SEP 15 1952
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Stout Creek-Mill City

Bid received: Sept. 29, 1950
Awarded: Oct. 10, 1950
Started: Oct. 23, 1950
Completed: August 7, 1952

From starting date to Dec. 30, operated a clearing crew of 3 to 5 men average. On Jan. 25th, he was notified the progress was unsatisfactory. On Jan. 26th, he complained of lack of access to certain r/w. On Jan. 31, he was advised there was no reason he could not enter any property. On Feb. 3, he started grading with small crew. On Feb. 18th, Gilo again complained about being unable to enter the Coville property. Between Oct. 23, and April 15th, he never had over 10 men on the job. From April 15th, to August 10th, the men varied from 14 to 22. On Aug. 10th, the job was reported 70% complete. Between Aug. 10, and Sept. 10, his force was 14 men. On Oct. 17th, Williams wrote bonding company expressing dissatisfaction with job progress and asked their assistance in expediting it. On Oct. 20th, the job was reported 86% complete, and an extension was requested to July 1st, 1952, which was granted with penalty. On Nov. 11th, contractor ceased work and did not resume until April 10th, with exception of 2 days in February installing one culvert. Slide occurred Nov. 13th, and 14th, but was not touched until April 10th. Final burning on the job was not completed until about July 25th, 1952.

The engineering on this job amounted to $51,300, and the original setup was $22,722, or an overrun of $28,578.

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SEP 8 1952
FOR FILING

Salem, Oregon
September 5, 1952

Mr. H. G. Smith

I attach hereto original letter from Cosmo Gilo, having reference to engineering penalty on the Stout Creek-Mill City project.

Please prepare a draft of a report to the Commission setting forth our recommendations, and this report should cover the facts brought out in Mr. Gilo's letter, as it will be necessary that we present his letter to the Commission.

We do know that Gilo did not prosecute this job with the vigor that he should have, and, on the other hand, we know that there were unusual slide conditions and some trouble with property owners which barred his entrance on certain portions of the project. I would like the report to contain sufficient information so that when final action is taken by the Commission we should be able to stand on our recommendations.

Please return Mr. Gilo's letter with your report.

W. C. Williams

WCW:me

Encl.

COSMO GILO
Contractor
4912 S. E. FRANKLIN ST.
PORTLAND 6, OREGON

TELEPHONE
SUNSET 3466

August 25, 1952

Oregon State Highway Commission.
Salem, Oregon.

Gentlemen:

RE: State Hiway Construction Contract
3421 Stout Creek Mill City Section
North Santiam Section Marion County.
Cosmo Gilo Contractor.

The above referred to contract was completed during the first week of this month. This contract was awarded to me in September 1950 and we moved in equipment and commenced operations in October 1950. Under normal conditions we could easily have completed this job during the summer and fall of last year, however, various factors beyond my control made the prosecution of the work in a efficient manner extremely difficult and at many times impossible.

Immediately upon commencement of our grading operations in the late fall of 1950 and early winter of 1951 we encountered irate property owners who refused to premit us to work on certain portions of the right of way vital to our operations. They stated that the State of Oregon had not as yet satisfactorily settled with them regarding their property. The Commission was advised of this state of affairs by letter on January 26, 1951, February 18, 1951, February 24, 1951, June 2, 1951 and July 14,1951. In spite of our efforts to get the Highway Commission right of way department to act in settling with the property owners, so that we could reasonably proceed with the work, we were continually annoyed, delayed and unable to proceed. In fact Mr. Coville, one of the property owners prevented us from entering on one cut by armed force. In compliance with the commissions letter of January 31, 1951 we called upon the state for assistance from the right of way department. Even so, conditions of dispute continued to hamper us even thru this summer.

During the summer and fall of 1951 the contractor also encountered unusally wet cuts and slide conditions not normally inherent in the work. For this reason also the contractor was unduly delayed. Many of the cuts were in a fluid condition even until they were completed. When the contractor commenced operations again during the spring of this year the wet conditions continued to hamper our operations and the completion of the project. As a matter of fact the contractor has spent a great amount of time and utilization of equipment in removal of slides which occured during the winter of 1952. The contractor in order to remove the slides as they occured in one instance had to move his shovel to the area of the slide and back again four seperate times. The contractor was, do to the nature of the work put to considerable delay having to move the shovel and other equipment from one section of the work to the other removing the slides as they occured.

W. C. WILLIAM

Page 2 RE: Cosmo Gilo and State Hiway Construction Contract # 3421
Stout Creek Mill Section North Santiam Section Marion
County,

On November 27, 1951 the Oregon State Hiway Commission advised the contractor by letter that he was to be assessed engineering expenses from October 16, 1951 to completion date. The contractor feels that he is not liable for the payment for these engineering expenses in as much as the delays due to right of way problems and the delays due to slides and wet conditions beyond his control made it impossible for him to complete the work as orginally schudeled.

The contractor therefore requests that he be relieved of any payment for engineering expenses on the above refered contract.

Yours very truly.

Cosmo Gilo

Cosmo Gilo.

CG:ds

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SEP 25 1952
FOR FILING

[illegible]

401

Baldocks copy
removed & given
to Mr. Geiger
Dec. 15-52

September 17, 1952

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to you by Cosmo Gilo, contractor on the Stout Creek-Mill City Section of the North Santiam Highway in Marion County. You will note that by this letter Mr. Gilo is protesting engineering penalties to be assessed him subsequent to October 15, 1951.

The matters of some difficulty as to right-of-way entrance and of wet conditions encountered were given consideration by you when you first extended his contract from July 15, 1951, the specified completion date, to October 15, 1951, without penalty. This three-months' extension without penalty was in consideration of the difficulties as to right of way and the wet season, and in my opinion Mr. Gilo has no legitimate request for a further extension of time without penalty.

Briefly, the status of the project is as follows:

The contract was awarded on October 10, 1950 and work started on October 23, 1950. Work was suspended on November 10, 1951 because it could not proceed during the winter months, but was resumed on April 14, 1952 and completed on August 7, 1952.

On this basis, the contractor should be assessed engineering penalties from October 15, 1951 to November 10, 1951 and from April 14, 1952 to August 7, 1952. The contractor cannot be assessed penalty during the period his job was shut down, as the engineering charges during that time were not properly chargeable to the contractor's operations.

This matter will be on the next agenda, and I recommend that Mr. Gilo's request for relief of engineering assessments be denied except for the period when he was not in operation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Enclosure
WCW:me bl

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SEP 25 1952
FOR FILING

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34.1

Salem, Oregon
September 16, 1952

Mr. H. G. Smith

In line with your report on Cosmo Gilo's activities on the Stout Creek-Mill City project, we are recommending to the Commission that Gilo not be relieved of any engineering expense except for the period when he was shut down for the winter. I note from following the weekly reports, week to week, that from November 10 to March 8 the engineering party spent practically its entire time alternating between the setting of right-of-way markers and making a vicinity map of Mill City. During this approximate four-months' period engineering costs on the project increased from $34,000 to $41,750, or a charge of $7,750 while the contractor was shut down.

It is matters like this that should be given closer study by the Division Engineer and arrangements made to place an engineering party of this magnitude on other work such as location during winter shutdown periods. This would eliminate some of the high engineering costs on some of the construction jobs.

W. C. Williams

WCW:me

cc Mr. J. D. Walker

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FOR FILING

[illegible]

3421

September 13, 1952

Request for extension of time
No. 20
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Duane Gile for an extension of time on Contract No. 3421, Stout Creek-Mill City Section of the North Santiam Highway, from July 1, 1952 to August 7, 1952.

In November, 1951, you granted an extension to Mr. Gile to July 1, 1952, with the understanding that engineering penalty would be assessed to the completion date of the contract.

I would recommend that this extension be granted with the same provision, that engineering costs be assessed to August 7, 1952. Mr. [illegible] Volk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: lg

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September 3, 1952

Mr. John S. Pollock
2116 North Blandena Avenue
Portland 11, Oregon

Dear Mr. Pollock:

In reply to your telephonic request of this date, I offer you the following information concerning payments to Cosmo Gilo, contractor, for grading the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County, State Highway Contract No. 3421:

Est. No.	Est. Date	Amount of Voucher	Voucher Number	Date Warrant Mailed
1	12-10-50	$ 6,075.00	21303	Jan. 15, 1951
2	1-10-51	2,430.00	868	Jan. 30, 1951
3	2-10-51	4,155.12	2612	Feb. 28, 1951
4	3-10-51	6,678.65	4524	Mar. 27, 1951
5	4-10-51	13,938.07	6856	Apr. 27, 1951
6	5-10-51	35,758.08	8572	May 24, 1951
7	6-10-51	36,951.62	10591	June 27, 1951
8	7-10-51	48,332.72	12031	July 26, 1951
9	8-10-51	29,957.78	14974	Aug. 29, 1951
10	9-10-51	31,320.05	17301	Oct. 3, 1951
11	10-10-51	14,232.82	19355	Nov. 6, 1951
12	11-10-51	6,118.59	21371	Dec. 12, 1951
13	5-10-52	8,871.73	9139	May 7, 1952
14	6-10-52	9,206.19	11434	July 1, 1952
15	7-10-52	18,834.54	13564	Aug. 8, 1952
16	8-6-52	25,891.52	16102	Sept. 3, 1952

You will note that Estimate No. 1 was for the monthly period ending December 10, 1950 and that the warrant in the amount of $6,075 was mailed to Mr. Gilo on January 15, 1951. This represents the amount earned by Mr. Gilo during that month, less the amount retained by the State pending completion of the project.

The job was completed on August 6, 1952, but I do not know presently when the final payment will be released or the amount thereof. Our retained percentage at the present time is $12,000.

Respectfully yours,

SECRETARY
OREGON STATE HIGHWAY COMM.

HBG:ehr

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AUG [illegible] 1952
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3421

August 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3421, Stout Creek - Mill City Section of the North Santiam Highway, Ore. S-220 (3), from July 1st, 1952 to August 7th, 1952, to Cosmo Gilo, Contractor.

On November 5th, 1951, you concurred in an extension to July 1st, 1952, with the understanding that engineering penalty be assessed to the date of completion of the contract.

I would recommend that this extension be granted with the same provision, namely, that engineering costs be assessed to August 7th, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

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AUG 25 1952
FOR FILING

S [illegible]

3421

August 22, 1952

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Cosmo Gilo a portion of the funds heretofore retained by the Commission on contract No. 3421, for grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $25,891.52, reduces the retained percentage to $12,000.00 lump sum. The present payment will be released to the contractor on or after September 2, 1952.

There is a claim filed against this project by Armco Drainage & Metal Products for materials furnished amounting to $212.20, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

8-22-52

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 9,1952, 19

Section	Stout Crk-Mill City	Kind of work	Grading
Highway	N Santiam Secondary	Section prefix	124-1039
Contractor	Cosmo Gilo	Contract number	3421
Date of contract	October 10 ~~xxxxx31~~,1950, 19	Date of completion	July 15-1951 extended to July 1952 August 7, 19
Date work started	Oct. 23,1950, 19	Estimated date of completion	Aug 7,1952, 19
Amount of contract	$ 284020.	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering . . . $ 327000

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 52500, %

Date project was completed Aug 7,1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked motor grader and dozer 3 days at west end of job, and two laborers cleaning out pipe culverts,etc. Completed all work and left the job.

Engineers computing quantities.

Field party on other jobs.

NOTED
H. G. SMITH

NOTED
K. D. LYTLE

NOTED
B. A. MARTIN

Signed P P Whitmore Res Eng

Address Salem Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.77				
Miles partially completed					
Miles completed	8.77				
Total estimated quantities	154750				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors	1						
motorgrader	1						

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday			
Tuesday	all		
Wednesday			
Thursday	Week		
Friday			
Saturday			

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August 8, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 6, 1952 on Contract No. 3421, Stout Creek-Mill City Section, in connection with Federal Aid Project No. S-220 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sc

cc: John Cattrall

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FOR FILING

June [illegible], 1952

Oregon State Highway Commission

Gentlemen:

In the construction of the Stout Creek-Mill City Section of the North Santiam Secondary Highway many difficulties have been encountered.

In the first instance the contractor has been quite dilatory on this project, in that he did not maintain sufficient equipment on the project to make expected progress. He was, however, considerably hampered by slides, which caused him considerable delay, which slides, of course, had not been anticipated. Near the east end of the job there was one slide involving approximately [illegible],000 yards of material that required over a month's time to remove.

The contractor was unable to complete the grading work before wet weather set in in the fall of 1951 and had to shut down all operations until April of 1952 before resuming work. It is now anticipated that he will complete his work during the month of July. Actually there has been no delay in so far as opening the road is concerned, as the paving contractor will be able to complete his work as soon as the bridge across the Little North Fork of the Santiam is completed.

The engineering costs on the project have been excessive, this being one of the jobs reported on last January when Mr. Baldock went over in detail, with Mr. Chandler, jobs throughout the state on which the engineering was in excess of reasonable percentages. At the present time it appears that the engineering on this project will approximate 1[illegible].3 per cent.

With additional costs of construction and overrun of engineering, the entire job will show an overrun of approximately $43,000, which is a 1[illegible].[illegible] per cent overrun of the project authorization.

This matter will be on the next agenda for your consideration, and it is recommended that the project authorization on the Stout Creek-Mill City Section, Contract No. [illegible], be increased $43,000.

Very truly yours,

[illegible] Williams
Acting State Highway Engineer

[illegible] hi
cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

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FOR FILING

8-33-(3)

3421

December 26, 1951

Mountain States Power Company
Post Office Box 305
Mill City, Oregon

Attention: Mr. C. M. Cline

Gentlemen:

This is your authority to bill the State Highway Department for a pole change on the C. E. Coville property on the Stout Creek-Mill City Section, Contract #3421.

Very truly yours,

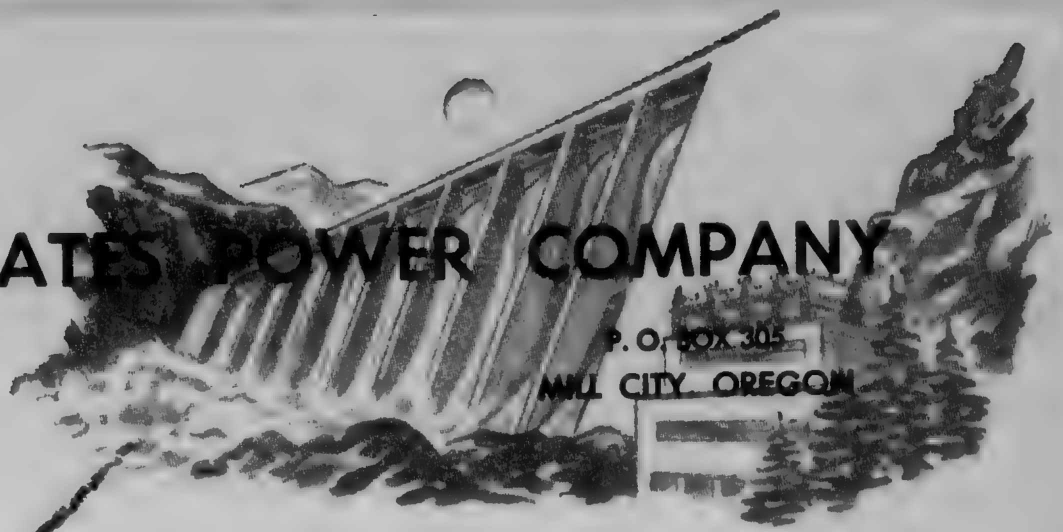
R. H. Baldock
State Highway Engineer

HGS:ar lg

cc Mr. H. G. Smith
Mr. F. D. Eason
Mr. C. H. Maison

MOUNTAIN STATES POWER COMPANY

P. O. BOX 305
MILL CITY, OREGON



December 19, 1951

P. P. Whitmore
Resident Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

The division office informs me that a written order will be required on the pole changing job on the C. E. Coville property in Northwest Mill City, which was completed some time ago.

Will you kindly see that we receive this order?

Yours truly,

MOUNTAIN STATES POWER COMPANY

C M Cline

C. M. Cline, Local Mgr.
Mill City

CMC:jb

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[illegible]
[illegible]

November 27, 1951

Mr. Cosmo Gilo
Prineville
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 182 days, from October 15, 1951 to July 1, 1952, within which to complete your contract No. 3421 for grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County.

The Highway Commission granted your request for an extension of time with the understanding that the engineering penalties are to be assessed from October 16, 1951 to the completion date, which is in accordance with the previous extension. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

P. P. Whitmore,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
11-27-51 (

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FOR FILING

November 6, 1951

Request for extension of time
No. 15
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Commo Gilo for an extension of time on Contract No. 3421, Stout Creek-Mill City Section of the North Santiam Highway, from October 15, 1951 to July 1, 1952.

The contractor has not exerted any effort to complete this project within the time limit, and has obligated himself for contracts with other agencies during the summer months, for which projects he removed equipment from this job.

The bulk of the grading has been completed but there are still two cattle passes to be installed, most of the fencing work to be completed, and the final cleanup and burning of his clearing operations remains to be done.

You previously granted an extension of time on this contract from July 15, 1951 to October 15, 1951, with the understanding that the engineering penalties would be assessed from October 16 to the completion date. I would recommend that this extension be granted in accordance with the previous extension and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

EAP:sh lc

cc Mr. W. C. Williams
Mr. H. G. Smith

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OCT 30 1951
FOR FILING

October 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3421, Stout Creek - Mill City Section of the North Santiam Highway, Ore. S-220 (3), from October 15th, 1951 to July 1st, 1952, to Cosmo Gilo, Contractor.

The contractor has not exerted any effort to complete this project within the time limit, and has obligated himself by three other contracts during the summer period, for which he removed equipment from this project.

The bulk of the grading has been completed, but there are still two cattle passes to install, most of the fencing work to be completed, and the final clean-up and burning of his clearing remains to be done.

You have previously concurred in an Extension of Time on this contract from July 15th, 1951 to October 15th, 1951, with the understanding that the engineering penalties would be assessed from October 16th, to the date of completion. I would recommend that this extension be granted in accordance with the above recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

[illegible]:sh

7 RECEIVED

FOR FILING

October 26, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Please find attached herewith eight copies of letter of application and supporting data from Cosmo Gilo, Contractor on the Stout Creek - Mill City Section of the North Santiam Secondary Highway, Contract No. 3421, Ore. S-220 (3), requesting priority assistance to purchase two Caterpillar D8 tractors and one D6 tractor equipped with dozers.

The work on the above mentioned contract was not completed on schedule and now, due to wet winter weather, cannot be completed until the summer of 1952. The slow progress on this project can be attributed in a large part to old and badly worn equipment.

This contractor needs the equipment he requests, and we recommend that his application for priority assistance be approved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

O
P
Y

COSMO GILO
Contractor
4912 S. E. Franklin St.
Portland 6, Oregon

Telephone
Sunset 3466

October 5, 1951

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Enclosed are seven copies of this letter asking for assistance in securing a priority for obtaining two "Caterpillar" D8 tractors to be equipped with 8S bulldozers and No. 25 cable controls, and one "Caterpillar" D6-74" gauge tractor to be equipped with a 6S cable bulldozer, No. 24 cable control and Hyster D6N towing winch. The price of each "Caterpillar" D8 and allied equipment is $20,981.00, F. O. B. Portland, Oregon and the D6 and equipment is approximately $14,250.00, F. O. B. Portland, making a total of $56,212.00.

I have just received an award from the Corps of Engineers in Portland, Oregon, Contract No. DA-35-026-Eng.4784 for constructing 10 miles of county road No. 360 in Lane County, Oregon, which consists of 75 acres clearing, 48 acres of grubbing, 1,050 sq. ft. of removal of danger trees, 354,300 cu. yds. of unclassified excavation, 26,500 cu. yds. of base course and 8,200 cu. yds. of crushed stone leveling course at a total figure of $551,616.50. This contract was appropriated under the 21X3113 Flood Control General, Lookout Point Reservoir, and is to be completed in 750 calendar days.

The two D8 "Caterpillar" tractors, for which I am requesting priority assistance, are to replace one RD8 "Caterpillar" tractor, Serial No. 1H2079, which was purchased in 1937 and is in such poor condition that it is not feasible to repair, and one "Caterpillar" D8 tractor, Serial No. 1H8793, which was purchased in 1941 and is also beyond repair. The new D6 "Caterpillar" will replace an old D6, Serial No. 5R3702, which was purchased in 1945. It is a 60-inch gauge machine and not suitable for the steep pioneering work that is required on this project, and for that reason we are requesting your assistance in obtaining a D6-74" gauge machine which is much more adapted to do our particular type of job.

These old machines have been a definite problem to me. The extreme shortage of parts have made it impossible to keep them in a state of repair suitable to do good work. They have been out of service so much of the summer that our jobs have been retarded to the extent that I am now in the process of preparing a formal request asking for an extension of completion date of my jobs.

I have had on order with Interstate Tractor and Equipment Co., local Caterpillar Distributors, these machines since January 1951 and they tell me they are unable to make delivery unless I obtain a priority.

Every effort has been made to secure good used equipment to take the place of my old worn out machines but I have found that the used tractors on the market today are in similar condition as those I wish to retire and at a price way out of reason. They need complete overhauling and then would not give the service which is needed to get our work done on schedule.

In addition to the machines mentioned, I also own the following equipment:

- Seven "Caterpillar" D8 tractors with bulldozers and cable controls
- One "Caterpillar" No. 12 motor grader
- Three "Caterpillar" DW10 tractors with scrapers
- Four "Caterpillar" No. 80 carryall scrapers
- One LeTourneau K30 ripper
- One two yard Lorraine shovel
- Pickups and other necessary tools.

I also have under contract and will be unable to complete until 1952, 8 miles of State Highway between Mehama and Mill City, Oregon. We have a contract with the U. S. Army Engineers near Detroit, which is designated as the French Creek Section timber access road in Marion County, to build approximately three miles of road leading into virgin stand of fir timber, and unless we are able to get delivery of these tractors within the next 90/120 days it will be impossible to complete our present contracts on schedule.

Your early consideration of this application in order to expedite approval of same will be greatly appreciated. If you require further information, please feel free to call me at anytime.

Very truly yours,

COSMO GILO

By /s/ Cosmo Gilo

CG:fp

C
O
P
Y

October 22, 1951.

Mr. R. H. Baldock,
Oregon State Highway Engineer,
Salem, Oregon.

Dear Sir:

We would like to add a word in support of the request of Cosmo Gilo, Portland, Oregon, for priority to enable him to purchase equipment to be used on road construction, especially the work on County Road #360 in Lane County above the Meridian Dam.

We know the country where the work is to be done and it is a very steep and rocky terrain, and it would be hopeless without the best of heavy equipment and in good condition before the work is started as location of work is quite a distance from repair shops.

This work must be completed before the work on Meridian Dam and Reservoir can be completed.

Yours truly,

/s/ P. M. Morse

P. M. Morse,
County Surveyor

/s/ Oscar H. Norberg

Oscar H. Norberg,
County Engineer

PMM:v

RECEIVED
FOR FILING

October 17, 1951

United Pacific Insurance Company
Board of Trade Building
Portland, Oregon

Attention: Mr. A. G. Mansfield

Gentlemen:

We are recommending the extension of time to Cosmo Gilo on the Stout Creek-Mill City Section of the North Santiam Highway, Contract No. 2431, to July 1, 1952, to cover unusually wet conditions next year, but we are very much dissatisfied with the progress Mr. Gilo has made on this job and feel that there is absolutely no reason why this work should not have been completed this fall. He has taken several other jobs since starting this job and moved needed equipment from the job.

We expect to let a contract for the paving in December, and in order to avoid delaying the paving contractor, it will be necessary for Mr. Gilo to expedite the finishing by every possible means as soon as the weather is suitable in the spring. There is a considerable amount of work which he could do yet this fall, such as burning, finishing his culverts, and perhaps some of the other finishing, if the weather remains favorable.

We are granting this extension, therefore, with the understanding that the bonding company will use its efforts to see that Mr. Gilo places enough equipment on the job to avoid any delay to the paving contractor, who will probably wish to start paving by May 1.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar lg
cc Mr. H. G. Smith
Mr. F. D. Eason

RECEIVED
FOR FILING

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

October 10, 1951

BY SECRETARY

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

In reply to your letter of October 8, we submit the following information for your records in regard to the Cosmo Gilo account of $7,212.20 less payments of $4,000.00 and $3,000.00 respectively, leaving a balance due of $212.20 on the State highway project:

STOUT CREEK MILL creek section, Santiam Secondary Highway, Marion County, State Highway Contract No. 3421:

Sales Order #4244,	Invoice #2217	$3,289.38
" " 4244A	" 2782	3,922.82
		7,212.20

Payments	$4,000.00	8-28-51
	3,000.00	9-24-51

BALANCE DUE: $212.20

Thank you for your information concerning the name of the bonding company and the contract number, together with completion dates, as stated in your letter of October 8.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit & Collection Supervisor,
North Pacific Division

Duran B. Souls:md

RECEIVED
STATE HIGH[illegible]ISSION

Mill City

RECEIVED W. C. WILLIA

FOR FILING

3421

File No. 15423 - Coville

8220 (3)
3421

1-12-50	Coville and Devers discussed Right of Way across property with Cooper. Cooper discussed same with Mr. Williams. Field to determine cost of outer highway.
2-10-50	Estimate for road approach - $1,442.00.
2-14-50	Print of proposed road approach sent Coville.
6-1-50	Roy Nelson offered Coville $1,473.00. Offer refused. Coville says $2500 damage.
6-2-50	Appraisal requested by Porter.
6-5-50	Appraisal by Collins $901.00 Appraisal by Ulrich 750.00
7-20-50	Porter called on Coville. Coville intimated he might accept $1000 if State would do fencing. Requested local appraisal.
8-18-50	Devers wrote Cooper Coville would accept $1,480 plus $1,620 for fencing, suggested Bob Byrum to call on Coville.
8-21-50	Porter to Devers - feels $1000 a generous offer.
8-28-50	Appraisal from W. R. Hutchinson of Mill City - $1000.00.
8-29-50	Byrum contacted Coville re access points. He desires approach southerly Station 770+80, Northerly 774+00
9-13-50	Option to Coville from Porter, consideration $1,480.00
X 9-22-50	Porter to Devers - request permission from Commission to acquire property by condemnation. Recommend request an amount not to exceed $1500.
9-26-50	Devers to Coville, after discussion with Coville. 1.Coville required State to procure release of mortgage. Devers wrote Mortgage. 2.Coville to pay title expense - est. $27.00 3.Engineers to give thought to not destroy existing road for hauling timber.
9-28-50	Final report by Devers - consideration $1,480.00. Presented on resolution.
10-9-50	Letter of acceptance mailed Coville.
10-11-50	Coville reply to letter of acceptance authorizing State to order Title Report, also name of mortgagee.
9-23-50	Letter from mortgagee insisting full purchase price must apply to principal.
12-8-50	Warranty deed, vouchers etc., to Coville.
12-28-50	Letter from J. M. Devers Jr. re assignment to mortgagee.
12-29-50	Letter from J.M. Devers to J.M. Devers Jr. re assignment of money-also requesting Coville sign warranty deed.
2-18-51	Letter from contractor Cosmo Gilo, stating Coville would not allow work on his property. Mr. Eason to investigate, Mr. Porter told contractor to proceed with work.
3-28-51	Memo to file from Devers. Mr. Coville complained building burned by contractor, course of creek was changed, without him being consulted.

Objects to clause in deed permitting State to build outer highway and eliminate access, also wishes access point changed. Devers requested Coville to return deed.

4-17-51 Letter Devers to Coville requesting his requested change be put in writing so it could be discussed with Highway Commission.

4-20-51 Coville writes he will sign deed subject to mortgage clause and with outer highway clause omitted.

5-25-51 Porter to Devers re "no damage" in settlement regarding spring being piped to Southerly side of highway.

X 5-29-51 Porter to Devers inquiring if settlement could be made. Mr. Porter afraid State will be accused of trespassing.

5-29-51 Devers to Coville requesting information in regard to spring.

6-7-51 Devers to Coville stating disposition of spring and Coville to assume responsibility of water from point of discharge. Accepted by Coville in writing 6-9-51.

7-11-51 Coville to Baldock stating property is isolated, water supply cut off, creek bed changed, fruit trees cut down.

7-17-51 Walker to Baldock - provision being made for replacement of city water, stock water situation being corrected.

7-24-51 Devers to Coville quoting Walker's letter and asking for letter from Coville explaining their stand.

7-30-51 Coville to Devers stating water situation had been corrected but road approaches still a problem, they understood they would have an entrance to land below road so as to continue plans for motel, will not sign deed with outer highway clause.

8-2-51 Devers to Covillw. Matter referred to Cooper.

8-27-51 Devers to Coville- Conference with Eason and Cooper. Eason states approaches taken care of satisfactorily. Devers understood State's obligation was to provide a contact with main highway. Request signing of deed.

8-25-51 Coville to Devers saying approach dangerous.

10-1-51 Pauline to Coville, Porter to make investigation.

10-2-51 Porter to Eason, copy of Coville's complaints, and requesting investigation and correction.

RECEIVED
FOR FILING

Mrs Lewis

October 8, 1951

Armco Drainage and Metal Products, Inc.
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Duran B. Souls

Gentlemen:

This is to acknowledge your letter of September 26th in which you state that Cosmo Gilo owes you $4,407.86, part of which is for culvert materials on the Stout Creek-Mill Creek Section of the North Santiam Secondary Highway known as State Highway Contract No. 3421. The French Creek Timber Access Road is not a State Highway job, and it may be that the U.S. Bureau of Public Roads can provide the information you request.

Contract 3421 is supposed to be completed by October 15, 1951, and as of September 10 was 83 per cent complete. The United Pacific Insurance Company through Mansfield and Company, 302 Lewis Building, Portland 4, provided the performance bond for this contract.

So that our records may be clear as to how much is owed on the State Highway contract, will you please advise how much of the $4,407.86 is applicable to our job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

12-[illegible]-52, P

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

September 26, 1951

BY SECRETARY

Director,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

This company furnished material to Cosmo Gilo, 4912 S. E. Franklin street, Portland, Oregon, in the amount of $11,407.86 on the following listed jobs, and there remains an unpaid balance of $4,407.86, with $7,000. having been paid on the account:

Stout Creek Mill creek section, Santiam Secondary Highway,
Marion County

Sales Order 4244, Invoice 2217	3,289.38
" " 4244A " 2782	3,922.82

For corrugated steel culvert, bands, dipped Hel-Cor and arch

French Creek Timber Access Road,
Marion County

Sales Order 4488A, Invoice 3335	2,341.45
" " 2887 " 2887	1,854.21

For Asbestos Bonded Culvert, dipped & paved, dipped & perforated

We would greatly appreciate information concerning the status of these jobs, together with the name of the bonding company or companies furnishing the bonds for the work, the completion date and the portion of the job completed at present. Thank you.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit & Collection Supervisor,
North Pacific Division

Duran B. Souls:md

RECEIVED
FOR FILING

[illegible]

3421

Mrs. Lewis

October 8, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Armco Drainage and Metal Products, Inc., 2321 S. E. Gladstone, Portland 2, advising that Cosmo Gilo owes them $4,407.86 for metal culvert products, a part of which is applicable to State Highway Contract 3421, being the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County. A part of the previously mentioned amount is for culvert products on the French Creek Timber Access Road which is not a State Highway contract. We have requested the Armco Company to advise us how much is owed on the State Highway job.

This information is provided as your Company appears as surety on the performance bond furnished with Contract 3421.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Mr. Cosmo Gilo
Prineville, Oregon

12-5-51 ag

RECEIVED

FOR FILING

S-220(3)

3421

August 1, 1951

Mr. Cosmo Gilo
Prineville,
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on July 16, 1951, had under discussion your request for an extension of time of 92 days, from July 15 to October 15, 1951, within which to complete your contract No. 3421 for grading on the Stout Creek-Mill City Section on the North Santiam Secondary Highway in Marion County.

I am pleased to inform you that the Commission granted your request without penalty. However, should the contract not be completed by October 15 subsequent engineering costs will be charged against the contract as penalty. The Highway Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Mason,
Division Engineer

P. P. Whitmore,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

8-1-51

RECEIVED
JUL 20 1951
FOR FILING

2-220 (3)

3421

July 18, 1951

Mr. Cosmo Gilo
Contractor
Mehama, Oregon

Dear Mr. Gilo:

Reply is made to your letter of July 14, 1951 inquiring as to the action which may have been taken by the State Highway Commission upon your request for an extension of time in which to complete your Contract No. 3421 for the construction of the Stout Creek-Mill City Section of the North Santiam Highway.

Your request had the attention of the State Highway Commission at its meeting on Monday of this week, July 16. You will be pleased to know that the Commission granted you an extension of time to October 15, 1951 without penalty, with the understanding, however, that, if you have not completed the contract by October 15, you will be penalized and charged with extra expense incurred by the State for engineering supervision subsequent to that time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

COSMO GILO
Contractor
~~[illegible] S. E. FRANKLIN ST.~~
~~PORTLAND 6, OREGON~~
Mehama, Oregon

TELEPHONE
SUNSET 3466

July 14, 1951

Oregon State Highway Commission
Salem, Oregon

Contract No. 3421
Stout Creek- Mill City Section
North Santiam Highway

Gentlemen:

Some weeks ago the undersigned wrote your commission, requesting that an extension of time for the completion of the above described contract be granted, due to delays over which I had no control.

To date, I have not received an answer to my request, and the completion date under the contract is at hand.

Causes for delay in the work were extremely wet weather conditions, and the failure of the State Highway Department to furnish me with the necessary approved right-of-way on which to work.

I would appreciate your early approval of my request for extended time under the contract.

Yours very truly,

Cosmo Gilo

Cosmo Gilo

extension no. 13
approved by Commission 7/16/51
without penalty
extended to Oct. 15, '51
if not done by then penalty
to be charged

ERED
H. B. GLAISYER

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JUL 1 8 1951
FOR FILING

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3421

July 13, 1951

Request for extension of time
No. 13 last request for
July 16-17 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith request from Cosmo Gilo for an extension of time on Contract No. 3421, Stout Creek-Mill City Section of the North Santiam Highway, from July 15, 1951, to October 15, 1951.

The contract on this project was awarded on October 10, 1950, and the contractor started moving in equipment on October 23. Due to extremely wet weather, he was delayed approximately sixty days during the winter months, and had some further delay due to right-of-way difficulties.

I would recommend that the extension be granted without penalty to October 15, 1951. Should the contract not be completed by October 15, it will be recommended that subsequent engineering cost be charged against the contractor.

Mr. Polk of the Bureau of Public Roads has given verbal consent to this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
JUL 1 8 1951
FOR FILING

220(3)

July 13, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3421, Stout Creek-Mill City Section of the North Santiam Highway, S-220(3), from July 15, 1951 to October 15, 1951, to Cosmo Gilo, contractor.

The contract on this project was awarded on October 10, 1950 and the contractor moved in his equipment on October 23. However, due to the extremely wet winter and spring, he was able to do very little work prior to May 1. For this reason, I would recommend that the extension be granted without penalty, with the understanding that engineering penalties will be assessed after October 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS: bl

cc H. G. Smith

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JUL 9 1951
FOR FILING

S220(3)

3421

July 3, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3421, Stout Creek-Mill City Section of the North Santiam Highway, Ore. S-220 (3), from July 15th, 1951, to October 15, 1951, to Cosmo Gilo.

Contract on this project was awarded on October 10, 1950, and the Contractor moved his equipment on October 23rd. Due to extremely wet weather, he was unable to prosecute his clearing and excavation work to the greatest efficiency. He was probably delayed on this work about sixty days. However, since the weather has been suitable, he has not expedited the greatest amount of efficiency in handling this project.

I would recommend that the extension be granted as requested, with engineering penalities to be assessed from September 1, 1951, until the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

WWS:EAP:sh

cc H. G. Smith

RECEIVED
FOR FILING

S-220(3)

3451

June 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
406 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Stout Creek-Mill City Section
F.A.P. Oregon S-220(3)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 13 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING
REFERRED TO
Porter
Asst. Chief Engineer

3421

File

COSMO GILO
Contractor
~~4912 S. E. FRANKLIN ST.~~
PORTLAND 6, OREGON

TELEPHONE
SUNSET 3466

Mehama, Oregon
February 18, 1951

Oregon State Highway Commission
Salem, Oregon

RE: Contract 3421
Stout Creek-Mill City

Gentlemen:

I wish to call to your attention the fact that we have again been stopped in our work on the above contract, due to non-completion of right of way arrangements for the project.

During the past week, the undersigned was informed by Mr. Coville, property owner, that we would not be permitted to work on his property, due to the fact that the right-of-way matter had not been settled, and would not be for the next 30 days. As there is a cut, which we would very much like to finish at the present time, on the property owned by Mr. Coville, his refusal to permit us to trespass on his land is causing us additional delay and expense in the work.

The undersigned hopes that the matter of right-of-way will be settled in the immediate future, as progress is impossible under the existing condition.

Yours very truly,

Cosmo Gilo

Cosmo Gilo

NOTED
W. C. WILLIAMS

RECEIVED
1951
FOR FILING

832a(3)

34-1

COSMO GILO Mehama
Contractor
4912 S. E. FRANKLIN ST.
PORTLAND 6, OREGON

TELEPHONE
SUNSET 3466

Contract 3421 Stout Creek - Mill City Section

Salem Contractor started moving houses on December 18, 1950
Finished " January 11, 1951

(1) Small House jacked up December 18, 1950
(2) Bury House moved January 3, 1951
(3) Robertson House moved off R/W along old road Jan. 3, 1951
(1-a) Small house - owner moved out Jan. 11, 1951 by Salem mover

December 14, 1950 Owner Blum stopped D-8 Tractor from proceeding on right-of way thru property.

November 18, 1950 Owner Beringer stopped C. Gilo from going over his property.

December 18, 1950 Owner Keyes told our Foreman Kihs to stay off property.

February 8, 1951 Owner Mrs. F. H. Keyes told C. Gilo that she has letter from State Highway Department, but that the right-of-way deal is not yet settled - and that we cannot to into their property until it is settled.

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

[illegible]

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

January 31, 1951

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Through District Office

Dear Mr. Baldock:

The revisions of FAS Routes 121 and 124 in Marion County, requested by your January 25 letter to Mr. Davis, are approved as minor system changes in accordance with the provisions of the Federal Aid Highway Act of 1944.

The routes are approved as described in Supplemental Tabulation No. 44 and delineated in color on the county maps accompanying your letter.

The signatures of the Marion County Court on the copies of the county map are accepted as evidence of compliance with Section 3(b) of the above Act relative to cooperation with the appropriate local officials.

Very truly yours,

W. H. LYNCH,
Division Engineer

By L J Caufield
L. J. Caufield,
Principal Highway Engineer

Copy to Control

NOTED
W. C. WILLIAMS

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 44

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
124	213	From FAS 121 at Mehama, southeasterly via Lyons to FAS 121 at Mill City	Linn Marion	8.39 0.39	-- --	8.78

Approved January 29, 1946

Revised January 31, 1951

RECEIVED
[illegible] 7 1951
FOR FILING

S-220 (3)

3421

January 31, 1951

2472

Mr. Cosmo Gilo
Mehama, Oregon

Dear Sir:

There is no reason why you should not occupy any of the right of way on the Stout Creek-Mill City Section, as it all has been optioned and a large part of the payments made. Our options provide that we can take possession immediately.

Since there is considerable difficulty in buying fence wire at the present time, the property owners may be somewhat handicapped in fencing the right of way, but I see no reason why you cannot construct a movable gate across the portion of the right of way where you are working and replace the fence in the evening.

If there are any of the property owners who are preventing you by force from entering their property, we will be glad to send a right-of-way man out to straighten the matter up.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc: H. G. Smith
F. D. Eason

Please contact Gilo and straighten this out.

HGS:ar er

W. W. S.

ASSIGNMENT

No. 2472
By

ate: January 30, 1951

Description: Cosmo Gilo's letter of January 26 regarding difxxx ficulties which he is encountering on the Stout Creek-Mill City project, North Santiam Highway

Acknowledged by _ _ _ _ _ Referred to _ Smith ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed _ _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

COSMO GILO
Contractor
~~4912 S. E. FRANKLIN ST.~~
PORTLAND 6, OREGON

TELEPHONE
SUNSET 3466

W. C. WILLIAMS
FOR FILING

Mehama, Oregon
January 26, 1951

Oregon State Highway Commission
Salem, Oregon

RE: Contract No. 3421
Stout Creek-Mill City Sec.
North Santiam Hiway

Gentlemen:

I wish to call to your attention the fact that the right-of-way on the above project has apparently not yet been cleared up - although the contract was awarded to the undersigned on October 10, 1950.

We find resistance by the property owners in every direction when we attempt to work. Buildings and fences which were supposed to have been moved by October 30, 1950 have just been removed, during the past week. Fences across the right-of-way stop our work, and we are informed by property owners that we cannot go through, as the Highway Department has not yet settled with the owners.

We have, of course, been delayed in our work as the result of extremely wet weather and when we commence operations on a full scale we will need to operate to our utmost capacity. Your cooperation in this will be appreciated, as the lack of right-of-way permission makes our situation an impossible one.

Yours very truly,

Cosmo Gilo
Cosmo Gilo

NOTED
W. C. WILLIAMS

RECEIVED
JAN 30 1951
FOR FILING

S-220(3)

January 29, 1951

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed for your approval are six copies of Supplemental Tabulation No. 44 and five copies each of sheets 1 and 2, General Highway Map of Marion County.

The maps are corrected to show the location of FAS 121 as per the line constructed by the B.P.R. from Niagara to Idanha, and the Stout Creek-Mill City Section, FA Project S-220(3), presently under contract. FAS 124 has been extended 0.08 mile to make a connection with the new location of FAS 121 at Mehama. S.T. No. 44 revises the mileage of FAS 124 accordingly. There is no description change for either route. The mileage of FAS 121 remains the same as it was previously based on the located line. In effect, this submission represents a map correction only insofar as FAS 121 is concerned.

The Marion County Court has indicated its approval by signing all copies of the general highway maps and by submitting a written statement of approval which we have on file.

If approved, S.T. No. 44 will increase the state mileage and total mileage by 0.08 mile.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JFH:MM
Encl.

cc: John W. Cattrall

FORM E-30 25M 9-50 42268

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed is a suggested letter of transmittal to the B.P.R. together with six copies of Supplemental Tabulation No. 44 and five copies each of sheets 1 and 2, General Highway Map of Marion County.

This submission is being made to correct our maps in accordance with the constructed line between Stout Creek and Mill City, and between Niagara and Idanha. FAS 124 is extended 0.08 mile to maintain a junction with FAS 121.

Five copies of the letter of transmittal, six copies of S.T. No. 44, and five copies each of the general highway maps should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Encl.

RECEIVED
JAN 30 1951
FOR FILING

2220 (2)

3121

January 25, 1951

Mr. Cosmo Gilo
Prineville
Oregon

Dear Sir:

The progress you are making on the Stout Creek-Mill City Section is unsatisfactory. We realize that it has been an unusually disagreeable winter, but there is no apparent reason why work could not be going on on the box culverts, installation of pipes and even some grading on the gravelly portions of the road.

We request, therefore, that you perfect your plans and get this job under way immediately so that it can be completed within the time limit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. F. D. Eason

hl

RECEIVED
[illegible]
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

January 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-220(3)
Stout Creek-Mill
City Section

Dear Sir:

We are forwarding herewith for your files a copy of an executed project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

122

State Oregon

Federal Aid Secondary

Project No. S-220(3)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of December, 1950, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of February, 1950, a program, which was approved on the 20th day of April, 1950, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of September, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-three thousand and 00/100 dollars ($193,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 326+00 in the SE 1/4, Section 14, T. 9 S., R. 1 E., W.M., and survey station 785+00 in the SE 1/4, Section 30, T. 9 S., R. 3 E., W.M., except stations 457+05 to 461+15,

, length 8.770 miles, in Marion County, being Oregon Federal Aid / Secondary project No. S-220(3), consisting of 8.770 miles of roadway and no bridges, XXXh of more than 20 feet clear span, [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety-three thousand and 00/100 dollars ($193,000.00), which does not exceed the authorized Federal pro rata share of three hundred twelve thousand, four hundred twenty-two and 00/100 dollars ($312,422.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
H B Glaisyer
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
JAN 2
DIVISION

RECEIVED
JAN 16 1951
FOR FILING

S-220(3)

3421

January 10, 1951

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the lowering of water pipes on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County, Contract No. 3421, in connection with Federal Aid Project No. S-220 (3).

It is necessary to lower the pipes to clear grading work. Existence of these water lines were not known prior to start of construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
DHF:md

RECEIVED
11 1951
FOR FILING

January 8, 1951

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are five copies of an encroachment resolution adopted by the City of Mill City in connection with the Stout Creek-Mill City Section, Oregon Project S-220(3), on FAS Highway No. 121.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JFH:MM
Encl.

cc: John W. Cattrell
S. H. Probert

RECEIVED
JAN 3 - 1951
FOR FILING

C O P Y

December 28, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon.

Dear Sir:

Your letter of December 21 questioned the State's jurisdiction over cross streets on the proposed Oregon Project No. S-96(1), South Yamhill River Sedtion of the Three Mile Lane Secondary Highway. We cannot assume that we do have complete jurisdiction over these cross streets; therefore, we will procedd with the attaining from the City of the usual encroachment resolution.

The Same procedure will apply to Projects S-220(3) and FI-321(3)

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer.

WCW;me
CC: Mr. John W. Cattrall

NOTE:
Letter from Bureau of Public Roads dated December 21, 1950, filed in Contract #3412.

RECEIVED
DEC 21 1950
FOR FILING

S-220(3)

December 19, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of December 15 re an encroachment resolution from the City of Mill City in connection with the Stout Creek-Mill City Section, F.A. Project S-220(3).

This is another case where the State Highway Commission purchased the right-of-way involved and said right-of-way has at no time been a dedicated or platted city street. For this reason it would appear that the State can control encroachments on the right-of-way without city concurrence.

In the future all cases of this nature will be called to your attention by letter at the time of contracting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JFR:[illegible]

cc: J. W. Cattrall
S. H. Probert

FORM E-30 25M 8-50 42266

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1950

SUBJECT:

To: Mr. W. C. Williams
OFFICE

That portion of the Stout Creek-Mill City Section which is within the corporate limits of Mill City is located on R/W purchased by the State Highway Department. Said R/W is not a dedicated city street so it would appear an encroachment resolution from the city is not necessary.

Enclosed is a suggested letter in answer to the letter from Mr. T. M. Davis of December 15.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Encl.

NOTED
W. C. WILLIAMS

ASSIGNMENT

No. 2372

mber 18, 1950

B

Description: T. M. Davis' letter of December 15 asking for encroachment resolution by Mill City council in connection with Project No. S-220 (3), Stout Creek-Mill City Section of North Santiam Highway

Acknowledged by _____ Referred to __Cattrall ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 12-20-50 Report received ________
me

Remarks:

Please follow up.
WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

December 15, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please expedite submission of executed copies of an encroachment resolution by the Mill City council in order that we may complete project agreement papers for Oregon Project No. S-220(3), Stout Creek-Mill City Section of the North Santiam Highway.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
DEC 18 1950
ENGINEER
COUNTY & CITY [illegible]

RECEIVED
JAN 30 1951
FOR FILING

[illegible]

December 7, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Stout Creek-Mill City Section, Project No. S-220 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWN:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220 (3)

STOUT CREEK-MILL CITY SECTION OF THE
NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 27, 1950

Type Code 0011
Outside City (Sta. 326+00 to 777+44)

All Required		Clearing and Grubbing (98%)		$ 26,460.00
950	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,900.00
1,800	cu. yds.	Trench Excavation, Unclassified	1.00	1,800.00
44,000	cu. yds.	General Excavation, Location "A" Unclassified	0.65	28,600.00
412,000	cu. yds.	General Excavation, Location "B" Unclassified	0.30	123,600.00
1,380,000	yd. sta.	Short Overhaul	0.01	13,800.00
30,300	C-yd. sta.	Long Overhaul	0.40	12,120.00
8.63	miles	Finishing Roadbed and Slopes	400.00	3,452.00
20,400	lin. ft.	Rounding Cutbanks	0.10	2,040.00
1,500	lin. ft.	6" Perforated Metal Drain Pipe, Coated	2.25	3,375.00
190	lin. ft.	84" Corr. Metal Pipe, Uncoated	37.00	7,030.00
100	lin. ft.	22" Arch Type Corr. Metal Pipe	5.20	520.00
670	lin. ft.	12" Concrete Pipe	2.10	1,407.00
2,900	lin. ft.	18" Concrete Pipe	4.00	11,600.00
150	lin. ft.	24" Concrete Pipe	6.00	900.00
140	lin. ft.	30" Concrete Pipe	8.00	1,120.00
120	lin. ft.	30" Extra Strength Concrete Pipe	8.00	960.00
160	lin. ft.	36" Extra Strength Concrete Pipe	10.20	1,632.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
230	cu. yds.	3/8" - 0" Backfill in Drains	2.50	575.00
470	cu. yds.	Class "A" Concrete	52.00	24,440.00
72,000	lbs.	Metal Reinforcement	0.105	7,560.00
50	cu. yds.	Riprap	6.00	300.00
1,950	M-gal.	Sprinkling	2.00	3,900.00
			Subtotal	$279,121.00
			10% Engr. & Cont.	27,912.10
			Total	$307,033.10

Length of Roadway	8.631 miles
Length of Bridge (Except.)	.078 mile
Total Length	8.709 miles
Cost per mile Roadway	$35,573.29

Type Code 0011
Inside City (Sta. 777+64 to 785+00)

All Required		Clearing and Grubbing (02%)	$	$ 540.00
11,000	cu. yds.	General Excavation, Location "B" Unclassified	0.30	3,300.00
0.14	mile	Finishing Roadway and Slopes	400.00	56.00
2,100	lin. ft.	Rounding Cutbanks	0.10	210.00
330	lin. ft.	12" Concrete Pipe	2.10	693.00
50	M-gal.	Sprinkling	2.00	100.00
		Subtotal		$ 4,899.00
		10% Engr. & Cont.		489.90
		Total		$ 5,388.90

Length of Roadway	0.139 mile
Cost per mile	$38,769.06

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Outside City	$307,033.10	$189,671.00	$117,362.10
Inside City	5,388.90	3,329.00	2,059.90
	$312,422.00	$193,000.00	$119,422.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

September 21, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision page number 12 for the Stout Creek-Mill City Section, Project No. S-220 (3) which page contains a correction for the subhead "Class of Concrete" which has been changed to read "Cement and Aggregates."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:ew

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220 (3)

STOUT CREEK-MILL CITY SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 12, 1950

Type Code 0011
Outside City (Sta. 326+00 to 777+64)

All Required		Clearing and Grubbing (98%)		$ 35,280.00
950	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,850.00
1,800	cu. yds.	Trench Excavation, Unclassified	3.00	5,400.00
44,000	cu. yds.	General Excavation, Location "A", Unclassified	0.85	37,400.00
412,000	cu. yds.	General Excavation, Location "B", Unclassified	0.28	115,360.00
1,380,000	yd. stas.	Short Overhaul	0.015	20,700.00
30,300	C-yd. stas.	Long Overhaul	0.40	12,120.00
8.63	miles	Finishing Roadbed and Slopes	500.00	4,315.00
20,400	lin. ft.	Rounding Cutbanks	0.20	4,080.00
1,500	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	1.50	2,250.00
190	lin. ft.	84-inch Corrugated Metal Pipe, Uncoated	38.00	7,220.00
100	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	4.50	450.00
670	lin. ft.	12-inch Concrete Pipe	2.00	1,340.00
2,900	lin. ft.	18-inch Concrete Pipe	3.50	10,150.00
150	lin. ft.	24-inch Concrete Pipe	4.50	675.00
140	lin. ft.	30-inch Concrete Pipe	6.50	910.00
120	lin. ft.	30-inch Extra Strength Concrete Pipe	7.00	840.00
160	lin. ft.	36-inch Extra Strength Concrete Pipe	10.00	1,600.00
30	lin. ft.	Salvaging Culvert Pipe	2.00	60.00
230	cu. yds.	3/8" - 0" Backfill in Drains	4.00	920.00
470	cu. yds.	Class "A" Concrete	50.00	23,500.00
72,000	lbs.	Metal Reinforcement	0.12	8,640.00
50	cu. yds.	Riprap	5.00	250.00
1,950	M-gals.	Sprinkling	2.50	4,875.00
			Subtotal	$301,185.00
			10% Engr. & Cont.	30,118.50
			Total	$331,303.50

Length of Roadway	8.631 miles
Length of Bridge (Except.)	.078 mile
Total Length	8.709 miles
Cost per mile Roadway	$38,385.29

Type Code 0011
Inside City (Sta. 777+64 to 785+00)

All Required		Clearing and Grubbing (02%)		$ 720.00
11,000	cu. yds.	General Excavation, Location "B", Unclassified	$0.28	3,080.00
0.14	mile	Finishing Roadway and Slopes	500.00	70.00
2,100	lin. ft.	Rounding Cutbanks	0.20	420.00
330	lin. ft.	12-inch Concrete Pipe	2.00	660.00
50	M-gals.	Sprinkling	2.50	125.00
			Subtotal	$ 5,075.00
			10% Engr. & Cont.	507.50
			Total	$ 5,582.50

Length of Roadway	0.139 mile
Cost per mile	$40,161.87

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Outside City	$331,303.50	$199,636.00	$131,667.50
Inside City	5,582.50	3,364.00	2,218.50
	$336,886.00	$203,000.00	$133,886.00

STOUT CREEK-MILL CITY SECTION

PROJECT NO. S-220 (3)

While negotiations for rights of way are in progress twelve parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or, rights of entry can be made fully available within fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

September 12, 1950

REGON DISTRICT,
MONTANA

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-220(3), Stout Creek-Mill City Section of the North Santiam Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights-of-way or rights-of-entry have been acquired.

Concurrence in award of contract will be withheld pending approval by the Washington Office of the program change submitted August 31, 1950.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

9

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

August 31, 1950
(Date)

The following major program change of the individual project is requested:

Oregon (State)

Postwar Federal Aid Secondary Highway Program (Previous program)

(Date of approval)

COUNTY Marion

Route No. FAS-222

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	123	S-220 (3)	Little North Fork to Mill City	Survey-Plans					Grade and Drain
				Right-of-Way					
				Construction	350,000	210,000	140,000		
				TOTAL	350,000	210,000	140,000	6.00	
REQUESTED REVISION	123	S-220 (3)	Stout Creek to Mill City	Survey-Plans					Grade and Drain
				Right-of-Way					
				Construction	350,000	210,000	140,000		
				TOTAL	350,000	210,000	140,000		

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Sufficient funds programmed to permit extension of project to a connection with the existing highway at Stout Creek.

Date August 31, 1950

By ______
Asst. (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

RECEIVED
1950
FOR FILING
FORM E-30 25M 8-50 42288

S-22-6

3431

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1950

SUBJECT: Assignment No. 2298

To: Mr. W. C. Williams
OFFICE

forwarded To:
County
Rds.
[illegible] Marion

PLEASE RETURN TO
W. C. WILLIAMS

I return herewith Assignment No. 2298 together with the attached file. Also enclosed is a copy of a letter from the Marion County Court in which they give their approval to the proposed connection in Mehama between the Mehama-Mill City Secondary Highway and the North Santiam Secondary Highway. This letter also indicates that the County Court will take over the short section of the present route of the Mehama-Mill City Highway between the Fern Ridge Road and the proposed connection. This short section was not covered in the abandonment agreement signed by the County Court and the Highway Commission under the date of September 29, 1950.

This completes Assignment No. 2298.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. H. G. Smith

RECEIVED
DEC 15 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. C. WILLIAMS

ASSIGNMENT

No. 2364

14, 1950

By

ription: John Cattrell's letter of December 4, copy of Judge Murphy's letter attached, also Mr. Eason's letter of Nov. 6, your letter of Oct. 20 and vicinity map, profile & quantities; all re proposed connection of Mehama-Lyons Sect. of hwy. to new hwy.

Acknowledged by _____ Referred to __Smith ✓_________

Investigate and report with recommendation

xxx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for __________ signature

File notes.

Assignment executed 12-18-50 Report received _________

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: Proceed with R/W acquisition and construct under paving job. (Please return file when you have finished with it.) WCW

E. L. ROGERS
Commissioner

GRANT MURPHY
COUNTY JUDGE

ROY J. RICE
Commissioner

MARION COUNTY, OREGON
COURT HOUSE

Telephone 3-4420

Salem, Oregon

December 1, 1950

COPY

Mr. John W. Cattrall
Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

Your proposed connection between Mehama-Mill City State Secondary Highway and the North Santiam State Secondary Highway in the community of Mehama has the approval of this County Court.

We further certify that the county will take over the jurisdiction of that part of Highway No. 222 between the above mentioned junction and that part of highway accepted under date of September 29, 1950, when proper forms are presented to us for that purpose.

Very sincerely yours,

Grant Murphy (sgd)

Grant Murphy
County Judge

GM:jd

COPY

ASSIGNMENT

No. 2298 wcw

mber 8, 1950

By [redacted]

scription: F. D. Eason's letter of November 6, H. G. Smith's letter and map attached, re proposed connection of Mehama-Lyons Section of highway to new highway thru north part of Mehama

Acknowledged by _____ Referred to Cattrell ✓ ________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 12-4-50 Report received ________

Remarks: Please discuss with Judge Murphy. State will buy R/W and construct road. WCW

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1950

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

Dear Sir:

I am returning herewith your file and Assignment No. 2270, with respect to a proposed connection of the Mehama-Lyons Section of highway to the new highway through the north part of Mehama.

This new connection passes along one side of the school property, where the dedicated street is 50 feet wide and we will require an additional 10 feet from the school frontage. As per your instructions, I contacted the chairman of the school board, Mr. Ward Ingalls of Stayton, and he in turn discussed the matter with the other two members of the board. They all agreed that there would be no objections on the part of the school board, since there would be no damage or taking of their usable property. They are quite willing to negotiate a transaction for the transfer of the necessary 10-foot strip.

Yours very truly,

F.D. Eason

F. D. EASON,
Division Engineer.

FDE:AM

ASSIGNMENT

No. 2270 wcw

ober 25, 1950

By [redacted]

cription: H. G. Smith's letter of October 20~~attaching with~~ ~~xix~~ with vicinity map, profile and quantities covering proposed connection from North Santiam River bridge at Mehama to connection with new highway along platted street at west side of school

Acknowledged by _____ Referred to Eason ________ prop.

Investigate and report with recommendation

xx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 11-4-50 Report received ________

Remarks: Please discuss with school authorities. Then return and Cattrall will take up with county.

WCW

FORM 2-90 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20th, 1950

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

L

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith vicinity map, profile and quantities covering a proposed connection from the North Santiam River bridge at Mehama to a connection with the new highway along the platted street at the west side of the school property.

I feel Mr. Eason should be authorized to discuss this with the school authorities, and perhaps you should discuss it with the County Judge since it involves an unincorporated town. Then if there is no objection to the route, I would suggest we be authorized to acquire the right of way and use such excess material as we may have in its construction. The remainder of the job can be included with the paving of the section.

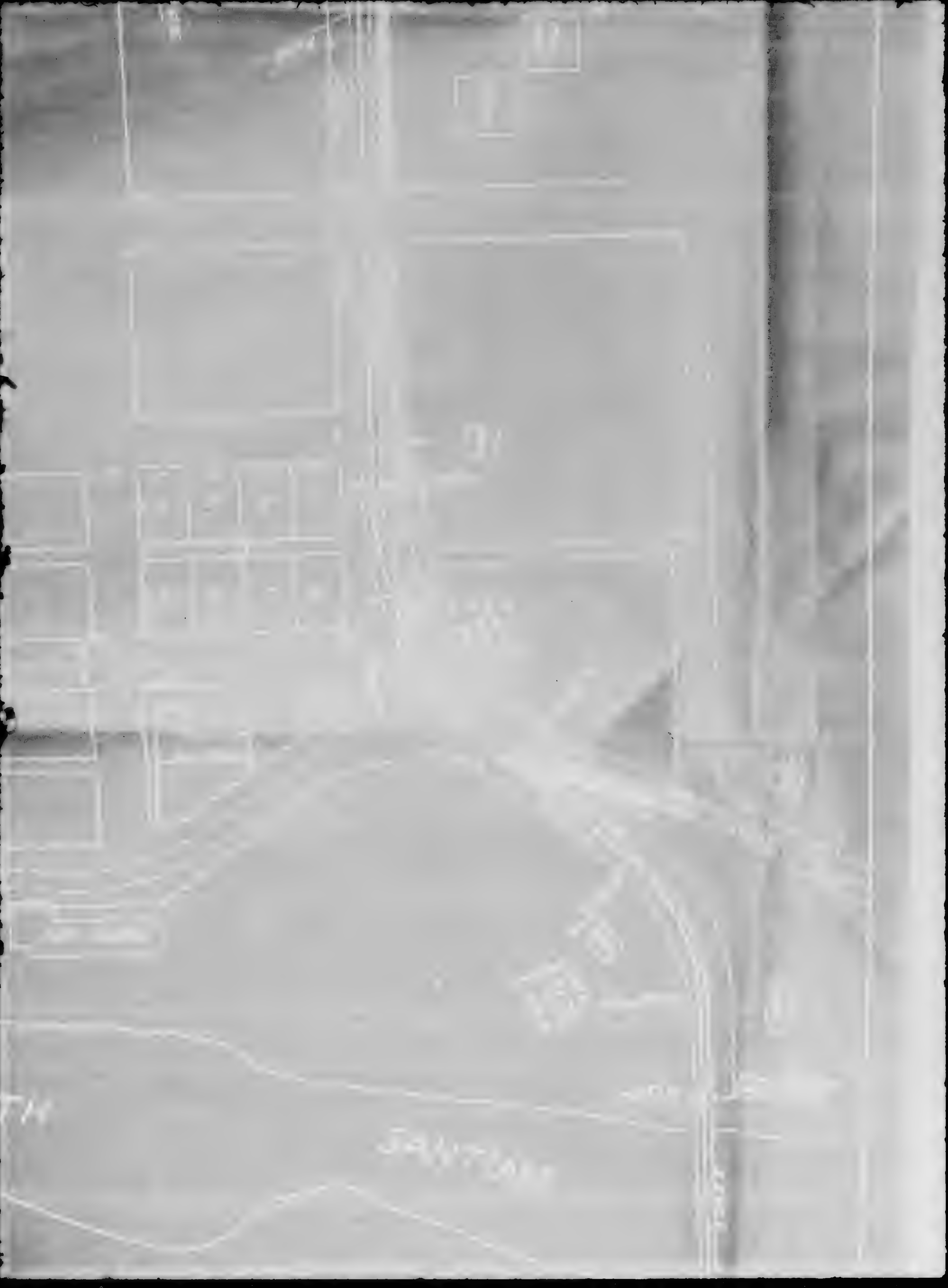
Very truly yours,

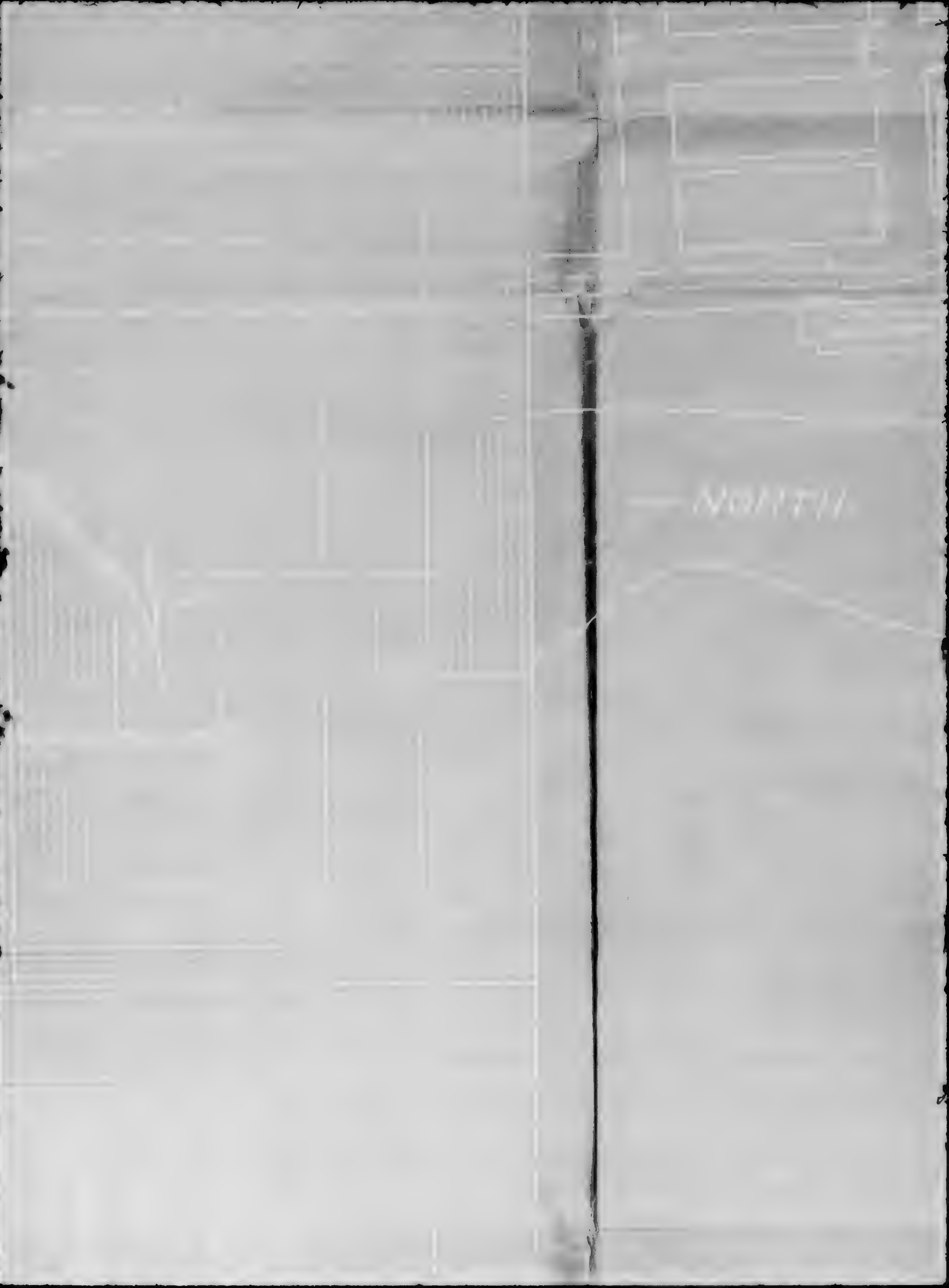
H G Smith

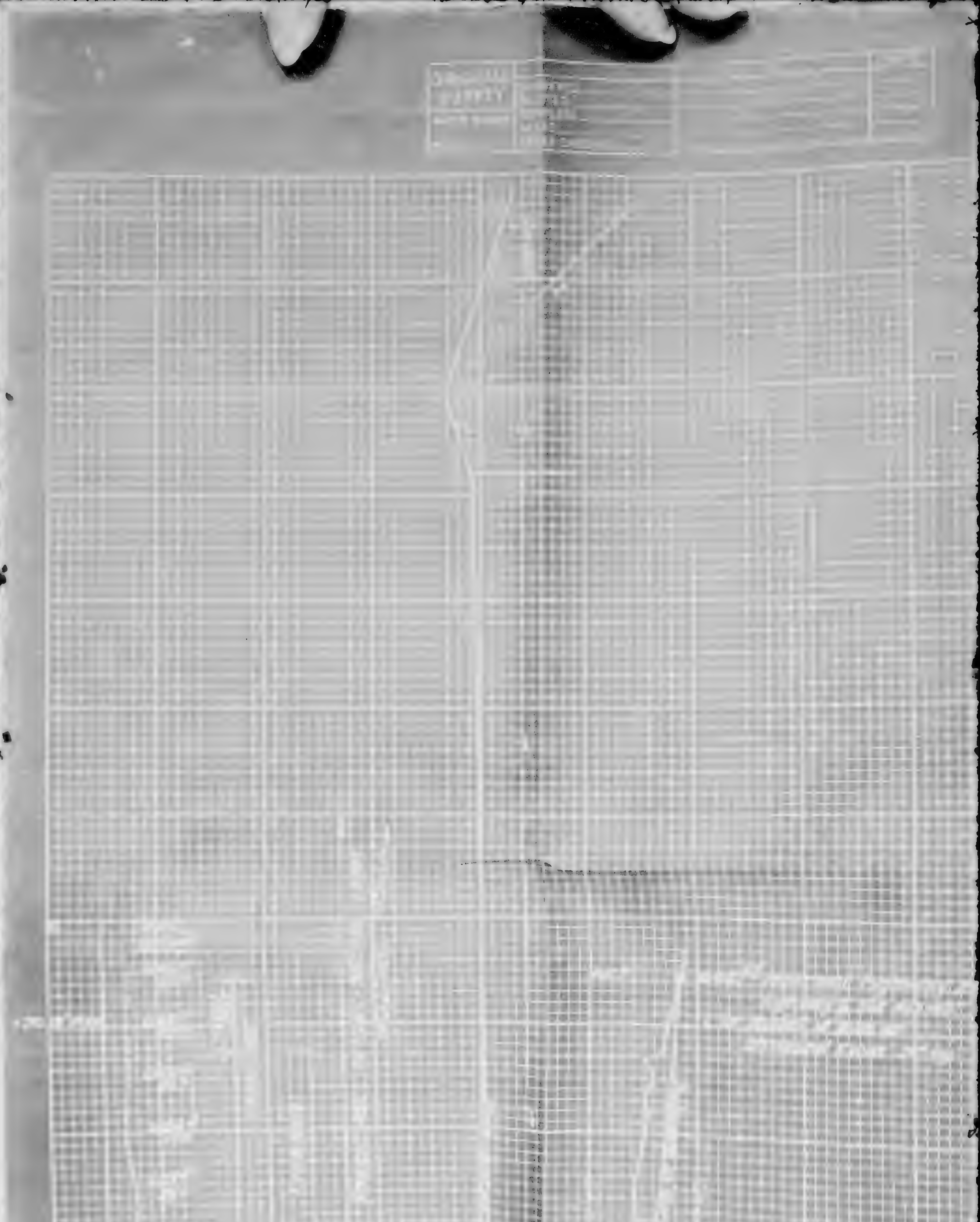
H. G. Smith
Construction Engineer

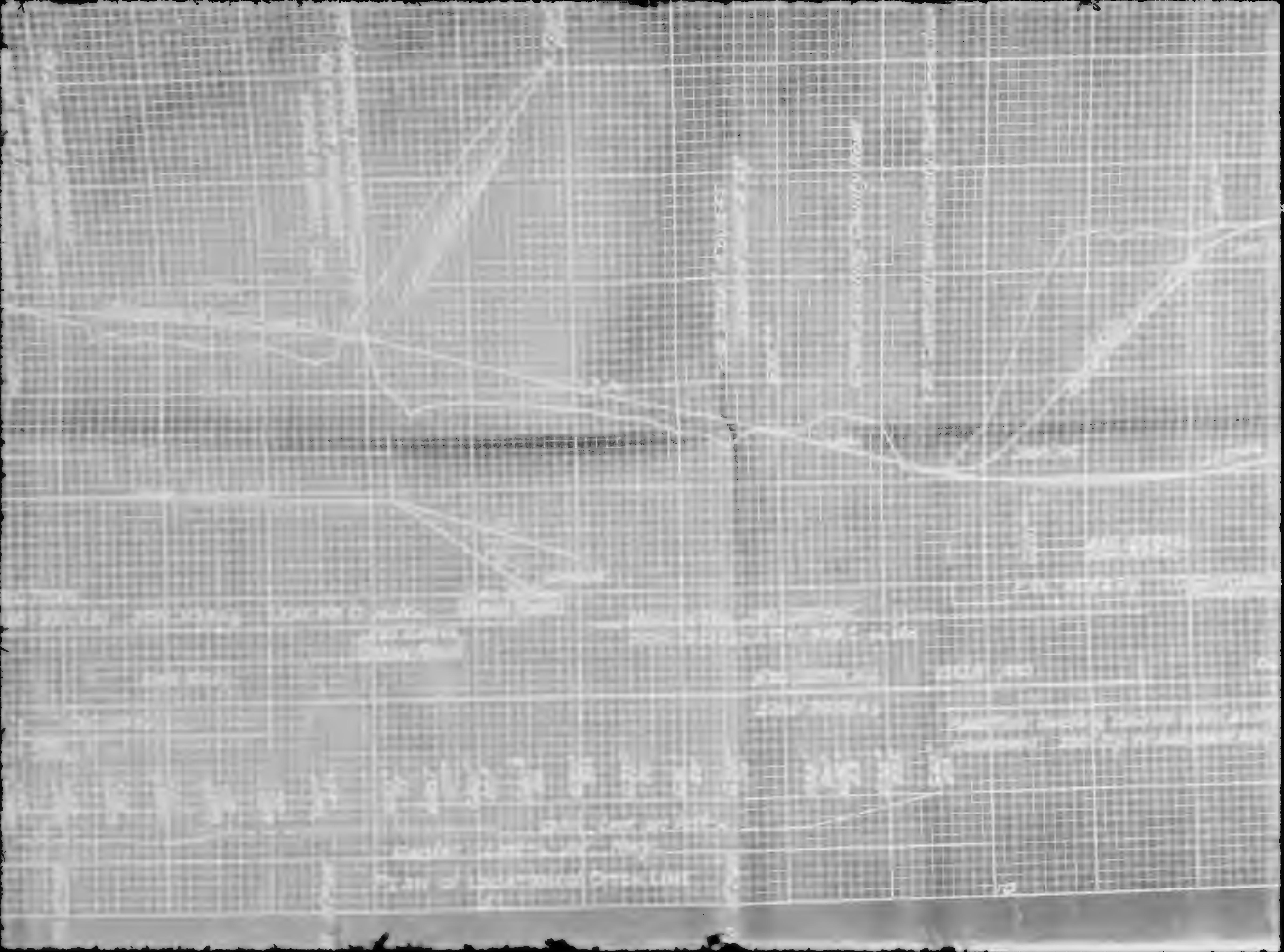
HGS:AR
Enc.

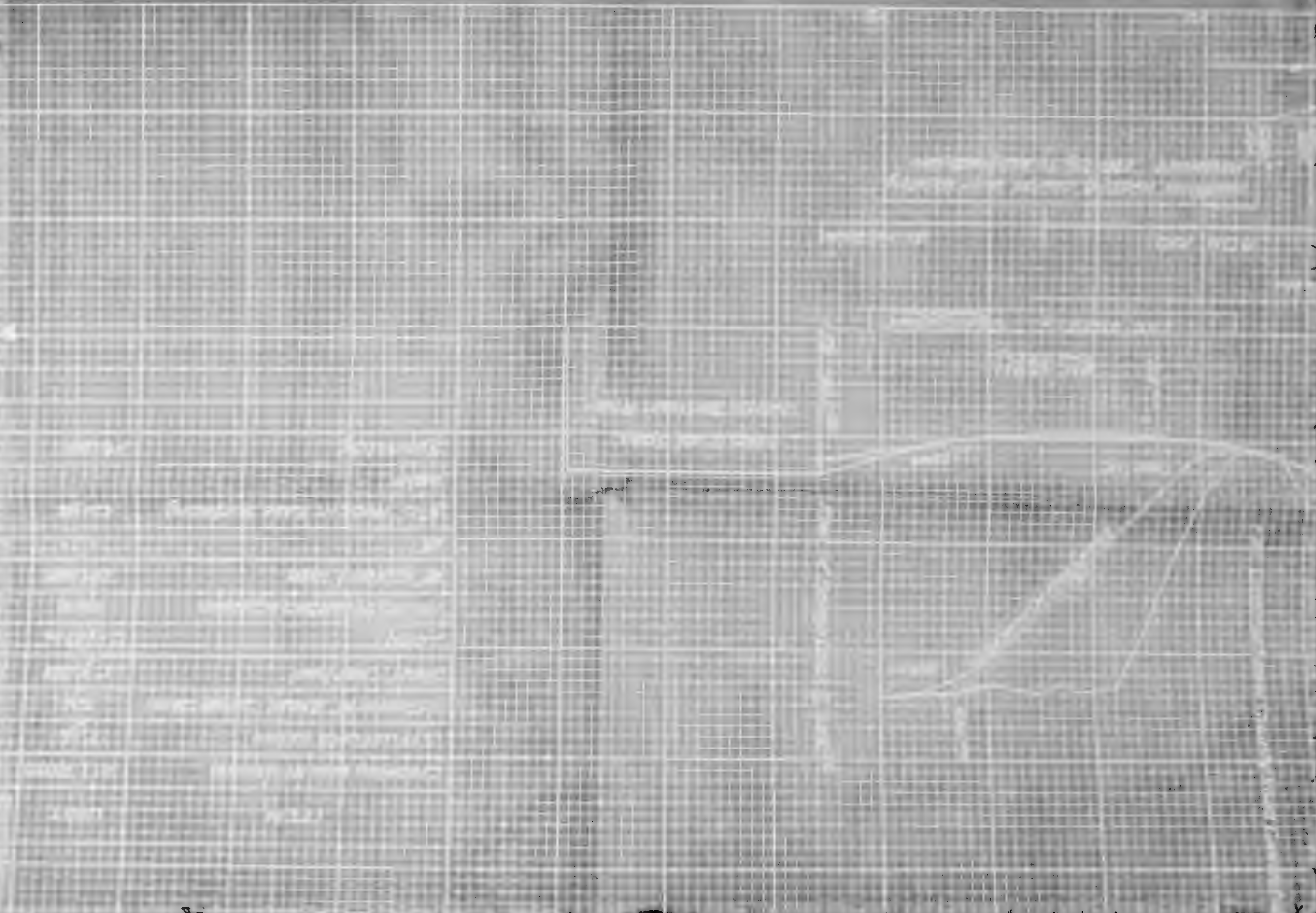
PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING


TH
SANITARY


NORTH







ITEM	DATE	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]		[illegible]		[illegible]	
[illegible]	[illegible]				[illegible]
[illegible]					
[illegible]	[illegible]				

RECEIVED
OCT 27 1950
FOR FILING

8-220(2)

3421

October 27, 1950

Mr. Cosmo Gilo
Prineville
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3421 which was awarded to you on October 10, 1950 by the State Highway Commission, covering grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway in Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
OCT 31 1950
FOR FILING

S-220(3)

October 26, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on October 23, 1950 on Contract No. 3421, Stout Creek-Mill City Section, in connection with Federal Aid Project No. S-220 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

RECEIVED
NOV 21 1950
FOR FILING

8-[illegible]-(2)

3421

AGENDA
Oct 26

4-g

October 10, 1950

Cosmo Gile
Prineville,
Oregon

Dear Mr. Gile:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3421 for grading on the Stout-Creek-Mill City Section of the North Santiam Secondary Highway, near Mill City, in Marion County.

This award was based on your low bid of $284,020.00 submitted on September 29, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White

ex confirmed

S+C

ERVICE	
of service desired; wise this message will be t as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

1206

Files

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 10, 1950
2:00 p.m.

Cosmo Gilo
Prineville,
Oregon

State Highway Commission awarded you today contract for grading Stout Creek-Mill City Section of North Santiam Secondary Highway, Marion County, based on your low bid submitted September 29, 1950. Contract forms follow shortly.

Oregon State Highway Commission
H. B. Glaisyer, Secretary

RECEIVED
FOR FILING

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

NOTED
State Highway Engineer

OCT 10 PM 3 29

.OB198

O.PRA705 RX GOVT PD=PORTLAND ORG 10 316P=

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORG=

REURTEL ADVISING ALL REQUIRED RIGHTS OF WAY ACQUIRED OREGON PROJECT S-220(3) WE HEREBY CONCUR TODAY IN AWARD CONTRACT TO COSMO GILO LOW BIDDER=

T M DAVIS=

Contract awarded today.
Mehama-Mill City WCW

NOTED
W. C. WILLIAMS

WESTERN UNION
NO MISUNDERSTANDINGS
..... WHEN YOU HAVE A RECORD OF IT
Telegraph It AND BE SURE

RECEIVED
OCT 11 1950
FOR FILING

S-[illegible]

3421

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1950

SUBJECT: Stout Creek-Mill City Sec.
North Santiam Hwy.

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

All rights of way on the above section are now under option, and as far as the Right of Way Department is concerned, the contract may be awarded.

Very truly yours,

J. M. DEVERS

By

R. L. PORTER
Ass't. Right of Way Engineer

RECEIVED
FOR FILING
FORM E-30 25M 8-50 40300

Const
R/W
N Santiam Sec

1-c

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

The Commission at its recent meeting authorized condemnation of certain properties presented at the last meeting by the Right of Way Department as insurance against the possibility that amicable settlements might not be negotiated in time to award the contract. This is to advise that the Right of Way Department has successfully negotiated for the acquisition of four parcels of property so recommended and required for the Stout Creek-Mehama Section of the North Santiam Highway, which parcels are identified by the following files:

R 16610-B	Rak & Roberts Lumber Company
R 16607	Oran Small
R 16606	Joe Barrow
R 16602	Clara B. Smith

Inasmuch as it will not be necessary to condemn these four properties, we will not prepare condemnation resolutions with respect thereto.

As to the other properties recommended for condemnation, for which resolutions have not been delivered to you, this office will prepare and forward such resolutions to you immediately upon receipt of the required information from the Right of Way Department.

Yours very truly,

J. M. DEVERS

By

CWEnfield
C. W. ENFIELD
Assistant Counsel

CWE:avh

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4 pages
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Koegel – start wide margin right
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2 pages each

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16 [illegible]

[illegible]

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23 25M 7-50

1-C

9/28/50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

September 27th 1950

UNSETTLED PARCELS ON Stout Creek-Mehama SECTION OF NORTH SANTIAM HIGHWAY AS OF THIS DATE.

File # 16610-B. Rak & Roberts Lbr. Co., 2.81 acres Round figures		$ 1500.00	2000
File #16607 Oran Small House (900 sq. ft.) with lot 69x100 also woodshed		$ 4500.00	5000
File # 16606 Joe Barrow 1.93 acres (Takes out improved front yard with about 8 large shade trees, lawn shrubery and comes within 12 ft. of front of house)		$ 5000.00	5500
File # 16602 Clara B. Smith 0.29 [illegible] acre with small house		$ 2250.00	2500

Signed

Harry G. Benson

HARRY G. BENSON
Right of Way Agent.

RECEIVED
JUN 27 1950
FOR FILING

8220(3)

3421

Salem, Oregon
June 23, 1950

Mr. W. C. Williams

Mrs. DeWitt was in today to see me about the eventual disposition of a portion of the old right of way acquired by the County for the North Santiam Highway between Mehama and Mill City, and more particularly the section between Station 609+37 and Station 621+50, being Lot 2, Section 22, Township 9 South, Range 2 East, W. M. This is part of the right of way that would be abandoned by reason of the revised location.

Please check and find out the ownership of this road. I believe it belongs to the State, even though at one time the right of way was purchased by the County. However, if easements merely were secured by the County, upon abandonment for a road it would go back to the property owners, but, if deeds were given, it would then become the property of the State. Everything else being equal, I think we should dispose of it to the adjacent property owners. Please have someone look into it and give me a complete report, to the end that I may properly advise Mr. and Mrs. O. K. DeWitt, whose address is Route 1, Lyons, Oregon.

R. H. Baldock

RHB:hi

[illegible] Birkenfeld-[illegible]
Line Road Production Project [illegible]
the [illegible] Secondary Highway near
[illegible] [illegible]ia.

RECEIVED
JUL [illegible] 1951
FOR FILING

5- [illegible]

3422

OREGON STATE HIGHWAY COMMISSION
(date)
July 13, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3422	4-final	Heavy Hauling Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11362	R-19298	$ 1,315.31	7/13/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1951

Time Extensions: none needed

Completion Date: May 31, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-23-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUL [illegible] 1951

NOTED ON CARD
7-2[illegible]-51

RECEIVED

[illegible]

5-3304

3422

June 27, 1951

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

State Highway Contract No. 3422 for work done on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway in Columbia County was completed by the contractor, Heavy Hauling Company, on May 31, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $1315.31 will be released to the contractor after acceptance by the Commission. The total contract amount is $37,356.17, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours,

NOTED ON CARD
6-27-51

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

cc Rodgers Insurance Agency, Inc
803 Title and Trust Building
Portland 4, Oregon

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 9, 1951

Section Birkenfeld - Washington Co. Line

Kind of work Maintenance Rock Production

Highway Nehalem Secondary

Section prefix 5-8304

Contractor Heavy Hauling Co.

Contract number 3422

Date of contract Nov. 9, 1950

Date of completion June 30, 1951

Date work started Jan. 6, 1951

Estimated date of completion , 19

Amount of contract $ 33,204

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering $ 33,204

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2327.36, 83 %

Date project was completed May 31, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday was spent in the office computing stockpile volumes and making the semi-final estimate. The estimate was completed and sent to Salem on the 4th.

Tuesday the survey party staked stockpiles for R. M. Smith D. M. S. at Wauna on the Columbia River Highway.

NOTED
H. W. LIBBY

NOTED

Signed D. C. King

Address P.O. Box 543, Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 11 1951
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 41606

RECEIVED
FOR FILING
5-8304
3422

June 14, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Heavy Hauling Company on contract No. 3422, covering rock production on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway, Columbia County. This payment, in the amount of $15,568.23, will be made on or after June 25, 1951. The retained percentage is $1,114.67.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
[illegible] 21 1950
FOR FILING

[illegible]

34.2

December 19, 1950

Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

We enclose herewith, for your records and files, an executed copy of contract No. 3422, which was awarded to you on November 9, 1950 by the State Highway Commission, for rock production on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway in Columbia County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded [illegible]

RECEIVED
NOV 13 1950
FOR FILING

5-8304

3422

November 13, 1950

Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

The State Highway Commission on November 9th awarded you Contract No. 3422 for the Birkenfeld-Washington County Line Rock Production Project on the Nehalem Secondary Highway in Columbia County. This award was based on your low bid of $33,204.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

[illegible] Jap Creek-Pillar Rock Prod. 1950
Project [illegible] Pillar-Trail
Highway, [illegible] Mi. E. [illegible]
43423

RECEIVED R H Baldock

FOR FILING

10-8302

3423

May 22nd, 1951

Days Creek-Tiller Section
Contract #3423

FINAL COST ANALYSIS
Rock Crushing

Vernie Jarl, Contractor
A. L. Chapman, Resident Engineer

Tiller-Trail Highway
Prefix 10-8302-201(41)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Material in Stockpile	3,397.47	Cu. Yd.	$2.70	$2.80	$9,174.91	$9,512.92
½"-¼" Cr. Material in Stockpile	2,784.24	" "	2.70	2.80	7,517.45	7,795.87
¼"-10 Mesh Cr. Material in Stockpile	1,160	" "	2.70	2.75	3,132.00	3,190.00
Screen Rejects	912.3	" "	0.25	0.25	228.08	228.08
Haul Adj., Favor of Contractor	1,513	Yd. Mi.	0.12	0.12	181.56	181.56
Cr. Material Sold to F.P.B.	862	Cu. Yd.	3.99	4.19	3,439.38	3,612.00
					$23,673.38	$24,520.43

Gross Revenue	$24,520.43
Total Cost	23,673.38
Net Profit	$ 847.05

Net Profit Equals 3.5% of Gross Revenue

R.H. Baldock

RECEIVED

FOR FILING

10-8302

3423

May 22nd, 1951

Days Creek-Tiller Section
Contract #3423

FINAL COST ANALYSIS
Rock Crushing
Vernie Jarl, Contractor
A. L. Chapman, Resident Engineer

Tiller-Trail Highway
Prefix 10-8302-201(41)

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½"-¼" Cr. Material in Stockpile	2,784.24	" "	2.70	2.80	7,517.45	7,795.87
¼"-10 Mesh Cr. Material in Stockpile	1,160	" "	2.70	2.75	3,132.00	3,190.00
Screen Rejects	912.3	" "	0.25	0.25	228.08	228.08
Haul Adj., Favor of Contractor	1,513	Yd. Mi.	0.12	0.12	181.56	181.56
Cr. Material Sold to P.P.R.	862	Cu. Yd.	3.99	4.19	3,439.38	3,612.00
					$23,673.38	$24,520.43

Gross Revenue	$24,520.43
Total Cost	23,673.38
Net Profit	$ 847.05

Net Profit Equals 3.5% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$654.50	
Labor	8,780.62	
State Industrial Accident Insurance	185.47	
Social Security	141.53	
Unemployment Insurance	198.14	
		$9,960.26
Equipment Rental & Misc.:		
Equipment Rental	$7,924.80	
Rented Equipment	76.00	
Rented Trucks	932.65	
Gas, Oil and Grease	2,892.19	
Freight	12.63	
Small Tools & Misc.	928.00	
Bond	125.45	
Home Office & General Overhead	821.40	
		13,713.12
Total Cost		$23,673.38

Remarks:

This was a "State Project" calling for the furnishing of 7,700 cubic yards of crushed gravel in stockpile. The project was bid and awarded November 9th, 1950, crushing started January 23rd, 1951, and was completed March 24th, 1951.

Equipment used by the contractor consisted of a two-crusher portable crushing plant, two 8 cubic yard trucks, four 6 cubic yard trucks, D-8 tractor and dozer, service truck and pickup.

Progress was very slow. The crusher ran only four days after starting and then was down until February 14th. Crushing continued from February 14th, until March 2nd, and then was down for four days due to mechanical breakdowns. From March 6th, to March 11th, progress was very slow because of adverse weather conditions, and from March 13th, to March 17th, high water stopped all operations. Crushing resumed March 19th, and was completed March 24th. Basedon a five-day work week, the elapsed time for the project was 392 hours, while actual operating time was 190 hours. Average production per hour for elapsed time was 21 cubic yards, and for actual working time was 43.2 cubic yards per hour.

While not showing much actual profit, a total of 862 cubic yards sold to the Bureau of Public Roads tended to lower move in and set up costs and was a distinct advantage to the contractor.

Good equipment was used throughout for the project, but adverse weather conditions and mediocre supervision tended to raise costs and allowed only a small profit.

E. H. Clymer
Cost Analyst

By . . C. L. Paulsen

[illegible] FILING

10-5312

OREGON STATE HIGHWAY COMMISSION
(date)
May 9, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3423	4 Final	Vernie Jarl

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7742	B-15617	$ 627.25	5/9/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep.30, 1

Time Extensions: None required

Completion Date: March 24, 1951

Date Accepted: Aug. 6, 1953

Penalties:

Claims:

Remarks:

Date: 12-9-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1953
A A Wickelander

NOTED ON CARD
[illegible]

RECEIVED
APR 25 1951
FOR FILING

10-8202
3423

April 25, 1951

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3423 for rock production on the Days Creek-Tiller Section of the Tiller-Trail Secondary Highway in Douglas County was completed by the contractor, Vernie Jarl, on March 24, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $627.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,908.43, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished be the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

[illegible]

4-[illegible]

RECEIVED
APR 17 1951
FOR FILING

10-8302

[illegible]

April 16, 1951

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Vernie Jarl on contract No. 3423, for rock production on the Days Creek-Tiller Section of the Tiller Section of the Tiller-Trail Secondary Highway, Douglas County. This payment, in the amount of $7,098.43, will be made on or after April 26, 1951. The retained percentage is $627.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Department

[illegible]

[illegible]

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 24th., 1951

Section	Days Creek - Tiller	Kind of work	Rock Production
Highway	Tiller - Trail Secondary	Section prefix	10-8302
Contractor	Vernie Jarl	Contract number	3423
Date of contract	November 9th., 1950	Date of completion	September 30th., 1951
Date work started	January 23rd., 1951	Estimated date of completion	March 31st., 1951
Amount of contract	$ 21,502.00	Per cent of time elapsed	41.54 %

Estimated cost of completed project, exclusive of engineering $ 22,574.09

Per cent of contract completed, based on total contract price 91.5 %

Engineering cost to date $ 1,010.43, 4.70 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has made slow progress this week. Has the ½" and the ¼" rock all out and has been working on the ¾" this week.

Party Remeasured and figured the ¾" and the ¼" piles at M. P. 9.41.

Signed A. L. [illegible]

Address Canyonville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			15.49		
Miles partially completed					
Miles completed					
Total estimated quantities			7,700		
Estimated quantities moved or placed to date			7,300		
Average daily quantities Past Week			140		
Average daily quantities necessary to complete project on time			2		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., Trucks 5 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

State Printing Dept. 38842

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NOV 29 1950
FOR FILING

[illegible]

3423

November 28, 1950

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3423, which was awarded to you on November 9, 1950 by the State Highway Commission, for rock production on the Days Creek-Tiller Section of the Tiller-Trail Secondary Highway in Douglas County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/2 [illegible]

RECEIVED
NOV 1 3 1950
FOR FILING

[illegible]

3423

November 13, 1950

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on November 9th awarded you Contract No. 3423 for the Days Creek-Tiller Rock Production Project on the Tiller-Trail Secondary Highway in Douglas County. This award was based on your low bid of $21,502 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - S. H. Probert

FI-78(15) Canyonville Sec., Pacific 1950
Hwy. at Canyonville
#3424

[redacted]

RECEIVED
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OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 14, 1954

(CONTRACT NO.) F1-1[illegible] F1-61(3)	(EST. NO.)	(CONTRACT0R)
3424	25-final	ROY L. HOUCK & SON

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
183	R-84630	$ 13,404.49	1/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1951

Time Extensions: Extended to March 31, 1953 without penalty

Completion Date: March 10, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-15-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
1-15-54

RECEIVED
FOR FILING

FI-[illegible]
FI-[illegible]
34[illegible]

October 15, 1953

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from October 31, 1951 to March 31, 1953 within which to complete your contract No. 3424, for grading, paving and structures on the Canyonville Section of the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

A. L. Chapman,
Resident Engineer

E. G. Smith,
Construction Engineer

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[illegible] 1953
FOR FILING

[illegible]
[illegible]
[illegible]

October 6, 1953

General Casualty Co. of America
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Gentlemen:

State highway contract No. 3424 for work performed on the Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Roy L. Houck & Son, on March 10, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $13,404.49 will be released to the contractor on or after October 16, 1953. The total contract amount is $443,163.20 of which amount $643.91 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rm
cc - General Casualty Co. of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

NOTED ON CARD

10-6-53

RECEIVED
SEP 22 1953
FOR FILING

FI-78(1)
FI-[illegible](3)
[illegible]

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 17
September 24 and 25 Meeting

Gentlemen:

Herewith request from Roy L. Houck & Son, Contractors, for an extension of time on the Canyonville Section, Contract No. 3424, from October 31, 1951 to March 31, 1953.

All road work on this project was completed during the 1952 season and the section was opened for traffic. However, due to the noncompletion of the section immediately south under the jurisdiction of the Bureau of Public Roads, there was no substantial benefit to the general public. The balance of the overrun on the project consisted only of the production of maintenance materials.

Since no additional expense was incurred, nor benefits lost by the noncompletion of this contract, I would recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

CC Mr. H. G. Smith

HGS: fp

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SEP [illegible] 1953
FOR FILING

FI-[illegible]
FI-[illegible]

September 15th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Canyonville Section, Contract #3424, Oregon FI-61(3) and Oregon FI-78(15), from October 31st, 1951, to March 31st, 1953, to Roy L. Houck & Son, contractors.

All road work on this project was completed during the 1952 season and opened for traffic. However, due to the non-completion of the section immediately south under the jurisdiction of the Bureau of Public Roads, there was no substantial benefit to the general public. The balance of the overrun on the project consisted only of the production of maintenance materials.

Since no additional expense was incurred, nor benefits lost by the non-completion of this contract, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
FOR FILING

March 27, 1953

General Casualty Co. of America
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Son in connection with contract No. 3424, for grading, paving and structures on the Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $20,711.80, will be released on or after April 6, 1953. The retained percentage is $13,291.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

RECEIVED
FOR FILING

FI-78(15)
FI-61(3)
[illegible]

March 17, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 10, 1953 on Contract No. 3424, Canyonville Section, in connection with Federal Aid Project No. FI-78(15), FI-61(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrell

DBP/sjc

Form E-1

FI-75([illegible])
FI-4[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 22, 1952, 19

Section Canyonville

Kind of work Grading, Paving & Structures

Highway Pacific

Section prefix 10-1043

Contractor Roy L. Houck & Son

Contract number 3424

Date of contract Nov. 4, 1950, 19

Date of completion Oct. 31, 1951, 19

Date work started Nov. 27, 1950, 19

Estimated date of completion Dec. 15, 1952, 19

Amount of contract . . . . $ 440,229.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 464,010.83

Per cent of contract completed, based on total contract price . . . . 99.4 %

Engineering cost to date $ 34,344.25, 7.73 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor made very little progress on this job this week. Completed the 1½ - ¾" pile at M.P. 0.30 on the Tiller - Trail Highway. Also placed a little more ½" - ¼" at this site. Moved out trucks and shovel and plans to have the Tri-City crushing plant complete the two ½" - ¼" piles when they get material crushed.

RECEIVED
NOV 24 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed A. L. [illegible]

Address Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.85	1.85			1.85
Miles partially completed					
Miles completed	1.85	1.85			1.85
Total estimated quantities	342,000	10,364	5,900		11,100
Estimated quantities moved or placed to date	342,000	10,364	4,600		11,100
Average daily quantities Past Week			35		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			9		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......1......, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	Foggy		
Tuesday	Foggy		
Wednesday	Foggy		
Thursday	Foggy		
Friday	Fair		
Saturday			

RECEIVED
APR 1 . 1952
FOR FILING

April 14, 1952

Mrs. Nina W. Pietzold
Mayor
Canyonville, Oregon

Dear Mrs. Pietzold:

I am sorry there was a misunderstanding concerning the paving of the one block between Pine Street and the old highway. I do not clearly remember my conversation with the city authorities when I arranged for the construction of the underpass; however, I realize it is quite essential that this be surfaced in connection with the concentration of traffic on First Street. I will instruct our engineers to have it done.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS:ar lf

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. Tom Edwards

• CITY HALL • • CITY OF CANYONVILLE •
• CANYONVILLE, OREGON

March 29, 1952

Oregon State Highway Department
Salem, Oregon

Oregon State Highway Commissioners:

Completion of the new highway through Canyonville leaves one block between Pine St. and the old highway 99 unpaved.

This is the connecting link from the underpass on First St. to old highway 99.

It is our understanding that this connecting link was to be paved and it does not seem logical that the State would pave all but one block.

As the contractor will be starting this work soon please give this matter your immediate consideration.

Yours truly,

Nina W. Fietzold
Mayor

REFERRED TO
[illegible]
[illegible] Highway Engineer
Please prepare answer

RECEIVED
FOR FILING

Mr Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached is one copy of NPA Authorization No. 11199, cleared issuance June 5, 1951 to Roy L. Houck & Son covering the purchase of a tractor to be used on the Canyonville Section, Projects FI-61(3) and FI-78(15).

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow
W. H. SCHWIESOW
Highway Engineer

Encl.

COPY

In Reply Refer to
Authorization #11199

Roy L. Houck and Son

Salem, Oregon

Gentlemen;

You are hereby authorized to apply Rating DO-45 to your order covering one D-8 Caterpillar Tractor with power-control unit having an approximate dollar value of $6,000 required in the construction of Oregon Projects FI-61(3) and FI-78(15) near Canyonville, Oregon.

This action is taken pursuant to Section 101 of the Defense Production Act of 1950.

National Production Authority

Cleared Issuance
June 5, 1951

RECEIVED
FOR FILING

3424

file

May 17, 1951

REFERRED TO
Hawke
M. H. Hawke, Auditor

Contract 3424

Roy K. Houck & Son
Canyonville, Oregon

Gentlemen:

On April 11, 1951, we called to your attention the fact that we had not received your check for $7,889.53 in payment of our invoice #12490 for reinforcing steel furnished job sight for the Canyonville Bridge on the Pacific Highway.

As this account is now 60 days delinquent we would like to have your check by return mail.

Please give this matter your immediate attention so that it will not become necessary to file claim for this material with your bonding company, the General Casualty Company.

Very truly yours,

W. T. Brownridge

WTB:hw

CC: Oregon State Highway Commission
Salem, Oregon

N.O. Millar

NOTED
F. QUERY

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 7, 1951

7

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-78(15)
Canyonville Section

Dear Sir:

Enclosed for your file is a copy of an executed agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jwn

233

State Oregon

Project No. FI 78(15)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of October, 1950, a program, which was approved on the 24th day of October, 1950, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of October, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty-six thousand and 00/100 dollars ($126,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 476+50 in the NW 1/4, Section 27, T. 30 S., R. 5 W., W.M., and survey station 55+00 in the NW 1/4, Section 34, T. 30 S., R. 5 W., W.M., without exception

, length 1.015 miles, in Douglas County, being Oregon Federal Aid project No. FI 78(15), consisting of 0.981 miles of roadway and two bridges, each of more than 20 feet clear span, 0.034 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty-six thousand and 00/100 dollars ($126,000.00), which does not exceed the authorized Federal pro rata share of two hundred four thousand six hundred eighty-nine and 87/100 dollars ($204,689.87), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. H. Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-61(3)
Canyonville Section

Dear Sir:

Enclosed for your file is a copy of an executed agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

1946)

232

State Oregon

Project No. FI 61(3)

Federal Aid

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of October, 1950, and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred fifty-four thousand and 00/100 dollars ($154,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 55+00 in the NW 1/4, Section 34, T. 30 S., R. 5 W., W.M., and survey station 93+50 in the SE 1/4, Section 34, T. 30 S., R. 5 W., W.M., without exception

, length 0.735 miles, in Douglas County, being Oregon Federal Aid project No. FI 61(3), consisting of 0.735 miles of roadway and no bridges, each of more than 20 feet clear span, ~~of which in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

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(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fifty-four thousand and 00/100 dollars ($154,000.00), which does not exceed the authorized Federal pro rata share of two hundred fifty-two thousand nine hundred three and 86/100 dollars ($252,903.86), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JAN 19 1951
FOR FILING

FI-78 (15)

January 18, 1951

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies as basis for project agreement for the Canyonville Section, Project No. FI-78 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:cw

Encl.

Oregon State Highway Department   Federal Aid Project No. FI-78 (15)

CANYONVILLE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 12, 1951

Type Code 6201
2-Lane Roadway (Sta. 476+50 to 487+00)

All Required		Clearing and Grubbing, Sta. 469+50 to 65+00 (15%)		$ 300.00
20	cu. yds.	Structural Excavation, Unclassified	3.00	60.00
10	cu. yds.	Trench Excavation, Unclassified	2.50	25.00
4,180	cu. yds.	General Excavation, Location "A", Unclassified	0.25	1,045.00
29,800	yd. stas.	Short Overhaul	0.01	298.00
700	M-yd. stas.	Long Overhaul	0.40	280.00
0.20	mile	Finishing Roadbed and Slopes	500.00	100.00
2.30	acres	Preparing Soil and Seeding	50.00	115.00
60	lbs.	Grass Seed, Chewings Fescue	0.77	46.20
60	lbs.	Grass Seed, Common Rye	0.11	6.60
25	lbs.	Grass Seed, Alta Fescue	0.50	12.50
13	cwt.	Inorganic Fertilizer	3.50	45.50
80	lin. ft.	6-inch Metal Drain Pipe, Coated	1.50	120.00
80	lin. ft.	18-inch Concrete Pipe	3.45	276.00
460	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	1,081.00
670	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	1,574.50
70	M-gals.	Sprinkling	2.50	175.00
0.20	mile	Preparation of Base	300.00	60.00
40	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	160.00
10	tons	Furnishing and Placing RC-3 Asphalt	40.00	400.00
620	tons	Class "B" Asphaltic Concrete	7.00	4,340.00
5	tons	RS-1 Emulsified Asphalt	42.00	210.00
20	cu. yds.	Aggregate in Seal Coat	4.00	80.00
			Subtotal	$ 10,810.30
			10% Engr. & Cont.	1,081.03
			Total	$ 11,891.33

Length	0.199 mile
Cost per mile	$59,755.42

Type Code 6201
4-Lane Roadway (Sta. 487+00 to 504+52.9 = 30+09.93 to 55+00)

All Required		Clearing and Grubbing, Sta. 469+00 to 65+00 (60%)		$ 1,200.00
10	sq. ft.	Felling Danger Trees	$ 5.00	50.00
650	cu. yds.	Structural Excavation, Unclassified	3.00	1,950.00
40	cu. yds.	Trench Excavation, Unclassified	2.50	100.00
102,500	cu. yds.	General Excavation, Location "A", Unclassified	0.25	25,625.00
185,800	yd. stas.	Short Overhaul	0.01	1,858.00
2,500	C-yd. stas.	Long Overhaul	0.40	1,000.00
0.78	mile	Finishing Roadbed and Slopes	500.00	390.00
5,500	lin. ft.	Rounding Cutbanks	0.15	825.00
3,300	cu. yds.	Excavating and Placing Topsoil	0.50	1,650.00
360	acres	Preparing Soil and Seeding	50.00	180.00
80	lbs.	Grass Seed, Chewing Fescue	0.77	61.60
80	lbs.	Grass Seed, Common Rye	0.11	8.80
30	lbs.	Grass Seed, Alta Fescue	0.50	15.00
17	cwt.	Inorganic Fertilizer	3.50	59.50
440	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	1.55	682.00
150	lin. ft.	8-inch Perforated Metal Drain Pipe, Coated	1.95	292.50
470	lin. ft.	18-inch Concrete Pipe	3.45	1,621.50
530	lin. ft.	24-inch Concrete Pipe	4.85	2,570.50
240	lin. ft.	8-inch Sewer Pipe	1.00	240.00
90	cu. yds.	3/8" - 0 Backfill in Drains	3.00	270.00
1	only	Type "B" Manholes	500.00	500.00
6	only	Concrete Catch Basins	55.00	330.00
1	only	Special Concrete Catch Basin	100.00	100.00
65	cu. yds.	Class "A" Concrete for Miscellaneous Structures	50.00	3,250.00
8,300	lbs.	Metal Reinforcing for Miscellaneous Structures	0.105	871.50
18	cu. yds.	Concrete Curbs	40.00	720.00
160	cu. yds.	Concrete Median Strips	35.00	5,600.00
2	only	Recesses for Traffic Control Markers	5.00	10.00
25	only	Concrete Sight Posts	12.00	300.00
3,430	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	8,060.50
5,260	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	12,361.00
570	M-gals.	Sprinkling	2.50	1,425.00
0.78	mile	Preparation of Base	300.00	234.00
310	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	1,240.00
45	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,800.00
5,460	tons	Class "B" Asphaltic Concrete	7.00	38,220.00
25	tons	RS-1 Emulsified Asphalt	42.00	1,050.00
175	cu. yds.	Aggregate in Seal Coat	4.00	700.00
			Subtotal	$117,421.40
			10% Engr. & Cont.	11,742.14
			Total	$129,163.54

Length 0.782 mile
Cost per mile $165,170.76

Type Code X221
Structure (Sta. 41+04.8 to 41+94.8)

220	cu. yds.	Excavation for Bridges	$ 3.00	$ 660.00
5	cu. yds.	Excavation Below Elevation Shown	20.00	100.00
320	cu. yds.	Class "A" Concrete for Bridges	55.00	17,600.00
80,000	lbs.	Metal Reinforcing for Bridges	0.105	8,400.00
200	lin. ft.	Handrail	10.00	2,000.00
				$ 28,760.00

Structure (Sta. 53+11 to 54+01)

330	cu. yds.	Excavation for Bridges	$ 3.00	$ 990.00
5	cu. yds.	Excavation Below Elevation Shown	20.00	100.00
320	cu. yds.	Class "A" Concrete for Bridges	55.00	17,600.00
80,000	lbs.	Metal Reinforcing	0.105	8,400.00
200	lin. ft.	Handrail	10.00	2,000.00
				$ 29,090.00

Subtotal	$ 57,850.00
10% Engr. & Cont.	5,785.00
Total	$ 63,635.00

Length of Structures .034 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
2-Lane Roadway	$ 11,891.33	$ 7,320.00	$ 4,571.33
4-Lane Roadway	129,163.54	79,509.00	49,654.54
Structures	63,635.00	39,171.00	24,464.00
	$204,689.87	$126,000.00	$78,689.87

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

October 20, 1950

Mr. T. N. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement each for Project No. FI-61 (3) and FI-78 (15), Canyonville Section.

One complete set of full scale plans, one additional set of structure drawings and twelve bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:gs

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. FI-78 (15)

CANYONVILLE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 20, 1950

Type Code 6201
2-Lane Roadway (Sta. 476+50 to 487+00)

All Required		Clearing and Grubbing, Sta. 469+50 to 65+00 (15%)		$ 600.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
10	cu. yds.	Trench Excavation, Unclassified	3.00	30.00
4,180	cu. yds.	General Excavation, Location "A", Unclassified	0.28	1,170.40
29,800	yd. stas.	Short Overhaul	0.015	447.00
700	C-yd. stas.	Long Overhaul	0.40	280.00
0.20	mile	Finishing Roadbed and Slopes	500.00	100.00
2.30	acres	Preparing Soil and Seeding	70.00	161.00
60	lbs.	Grass Seed, Chewings Fescue	0.75	45.00
60	lbs.	Grass Seed, Common Rye	0.12	7.20
25	lbs.	Grass Seed, Alta Fescue	0.75	18.75
13	cwt.	Inorganic Fertilizer	6.00	78.00
80	lin. ft.	6" Metal Drain Pipe, Coated	1.75	140.00
80	lin. ft.	18" Concrete Pipe	3.50	280.00
460	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	1,081.00
670	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	1,574.50
70	M-gals.	Sprinkling	2.50	175.00
0.20	mile	Preparation of Base	200.00	40.00
40	cu. yds.	3/4" - 0 Gravel in Binder Course	3.50	140.00
10	tons	Furnishing and Placing RC-3 Asphalt	40.00	400.00
620	tons	Class "B" Asphaltic Concrete	6.75	4,185.00
5	tons	RS-1 Emulsified Asphalt	48.00	240.00
20	cu. yds.	Aggregate in Seal Coat	5.00	100.00
			Subtotal	$ 11,352.85
			10% Engr. & Cont.	1,135.28
			Total	$ 12,488.13

Length　0.199 mile
Cost per mile　$627,544.22

Type Code 6201
4-Lane Roadway (Sta. 487+00 to 504+52.9 - 30+09.93 to 55+00)

All Required		Clearing and Grubbing, Sta. 469+00 to 65+00 (60%)		$ 2,400.00
10	sq. ft.	Felling Danger Trees	$ 3.00	30.00
650	cu. yds.	Structural Excavation, Unclassified	3.00	1,950.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
102,500	cu. yds.	General Excavation, Location "A", Unclassified	0.28	28,700.00
185,800	yd. stas.	Short Overhaul	0.015	2,787.00
2,500	C-yd. stas.	Long Overhaul	0.40	1,000.00
0.78	mile	Finishing Roadbed and Slopes	500.00	390.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
3,300	cu. yds.	Excavating and Placing Topsoil	2.25	7,425.00
3.60	acres	Preparing Soil and Seeding	70.00	252.00
80	lbs.	Grass Seed, Chewing Fescue	0.75	60.00
80	lbs.	Grass Seed, Common Rye	0.12	9.60
30	lbs.	Grass Seed, Alta Fescue	0.75	22.50
17	cwt.	Inorganic Fertilizer	6.00	102.00
440	lin. ft.	6" Perforated Metal Drain Pipe, Coated	2.00	880.00
150	lin. ft.	8" Perforated Metal Drain Pipe, Coated	2.30	345.00
470	lin. ft.	18" Concrete Pipe	3.50	1,645.00
530	lin. ft.	24" Concrete Pipe	4.50	2,385.00
240	lin. ft.	8" Sewer Pipe	1.25	300.00
90	cu. yds.	3/8" - 0 Backfill in Drains	4.00	360.00
1	only	Type "B" Manholes	300.00	300.00
6	only	Concrete Catch Basins	75.00	450.00
1	only	Special Concrete Catch Basin	90.00	90.00
65	cu. yds.	Class "A" Concrete for Miscellaneous Structures	60.00	3,900.00
8,300	lbs.	Metal Reinforcing for Miscellaneous Structures	0.14	1,162.00
18	cu. yds.	Concrete Curbs	45.00	810.00
160	cu. yds.	Concrete Median Strips	45.00	7,200.00
2	only	Recesses for Traffic Control Markers	5.00	10.00
25	only	Concrete Sight Posts	9.00	225.00
3,430	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	8,060.50
5,260	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	12,361.00
570	M-gals.	Sprinkling	2.50	1,425.00
0.78	mile	Preparation of Base	200.00	156.00
310	cu. yds.	3/4" - 0 Gravel in Binder Course	3.50	1,085.00
45	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,800.00
5,460	tons	Class "B" Asphaltic Concrete	6.75	36,855.00
25	tons	RS-1 Emulsified Asphalt	48.00	1,200.00
175	cu. yds.	Aggregate in Seal Coat	5.00	875.00
			Subtotal	$130,227.60
			10% Engr. & Cont.	13,022.76
			Total	$143,250.36

Length	0.782 mile
Cost per mile	$1,831,846.03

Type Code X221
Structure (Sta. 41+04.8 to 41+94.8)

220	cu. yds.	Excavation For Bridges	$ 7.50	$ 1,650.00
5	cu. yds.	Excavation Below Elevation Shown	7.50	37.50
320	cu. yds.	Class "A" Concrete for Bridges	65.00	20,800.00
80,000	lbs.	Metal Reinforcing for Bridges	0.12	9,600.00
200	lin. ft.	Handrail	12.00	2,400.00
				$ 34,487.50

Structure (Sta. 53+11 to 54+01)

330	cu. yds.	Excavation for Bridges	$ 7.50	$ 2,475.00
5	cu. yds.	Excavation Below Elevation Shown	7.50	37.50
320	cu. yds.	Class "A" Concrete for Bridges	65.00	20,800.00
80,000	lbs.	Metal Reinforcing	0.12	9,600.00
200	lin. ft.	Handrail	12.00	2,400.00
				$ 35,312.50

Subtotal	$ 69,800.00
10% Engr. & Cont.	6,980.00
Total	$ 76,780.00

Length of Structures .034 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
2-Lane Roadway	$ 12,488.13	$ 7,304.00	$ 5,184.13
4-Lane Roadway	143,250.36	83,787.00	59,463.36
Structures	76,780.00	44,909.00	31,871.00
	$232,518.49	$136,000.00	$96,518.49

CANYONVILLE SECTION

PROJECTS NOS. FI-61 (3) AND FI-78 (15)

While negotiations for rights of way are in progress three parcels have not been acquired nor has the right to use these parcels been secured but it is now believed that all necessary rights of way or rights of entry can be made fully available within twenty days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 20, 1950

RECEIVED
[illegible] 1951
FOR FILING

FI-61 (3)

January 18, 1951

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies as basis for project agreement for the Canyonville Section, Project No. FI-61 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JN:cw

Encl.

Oregon State Highway Department — Federal Aid Project No. FI-61 (3)

CANYONVILLE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 12, 1951

Type Code 6201
4-Lane Roadway (Sta. 55+00 to 71+50)

All Required		Clearing and Grubbing, Sta. 469+50 65+00 (15%)		$ 300.00
3	acres	Clearing and Cleaning Up, Sta. 65+00 to 93+50	$300.00	900.00
1	acre	Grubbing, Sta. 65+00 to 93+50	250.00	250.00
0.5	acre	Extra Clearing	350.00	175.00
0.5	acre	Extra Grubbing	250.00	125.00
90	sq. ft.	Felling Danger Trees	5.00	450.00
70	cu. yds.	Structural Excavation, Unclassified	3.00	210.00
40	cu. yds.	Trench Excavation, Unclassified	2.50	100.00
5,200	cu. yds.	General Excavation, Location "A", Unclassified	0.25	1,300.00
15,000	cu. yds.	General Excavation, Location "B", Unclassified	0.70	10,500.00
195,400	yd. sta.	Short Overhaul	0.01	1,954.00
5,100	C-yd. sta.	Long Overhaul	0.40	2,040.00
0.32	mile	Finishing Roadbed and Slopes	500.00	160.00
300	lin. ft.	Rounding Cutbanks	0.15	45.00
800	cu. yds.	Excavating and Placing Topsoil	0.50	400.00
0.80	acre	Preparing Soil and Seeding	50.00	40.00
20	lbs.	Grass Seed, Chewings Fescue	0.77	15.40
20	lbs.	Grass Seed, Common Rye	0.11	2.20
10	lbs.	Grass Seed, Alta Fescue	0.50	5.00
4	cwt.	Inorganic Fertilizer	3.50	14.00
470	lin. ft.	18" Concrete Pipe	3.45	1,621.50
120	cu. yds.	Concrete Median Strip	35.00	4,200.00
1,190	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	2,796.50
1,830	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	4,300.50
260	M-gal.	Sprinkling	2.50	650.00
0.32	mile	Preparation of Base	300.00	96.00
110	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	440.00
15	tons	Furnishing and Placing RC-3 Asphalt	40.00	600.00
1,960	tons	Class "B" Asphaltic Concrete	7.00	13,720.00
10	tons	RS-1 Emulsified Asphalt	42.00	420.00

60	cu. yds.	Aggregate in Seal Coat	$ 4.00	$ 240.00
240	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	240.00
			Subtotal	$ 48,310.10
			10% Engr. & Cont.	4,831.01
			Total	$ 53,141.10
		Length	0.318 mile	
		Cost per mile	$167,110.37	

Type Code 6201
2-Lane Roadway (Sta. 71+50 to 93+50)

15	acres	Clearing and Cleaning Up, Sta. 65+00 to 93+50	$300.00	$ 4,500.00
6	acres	Grubbing, Sta. 65+00 to 93+50	250.00	1,500.00
0.5	acre	Extra Clearing	350.00	175.00
0.5	acre	Extra Grubbing	250.00	125.00
430	cu. yds.	Structural Excavation, Unclassified	3.00	1,290.00
80	cu. yds.	Trench Excavation, Unclassified	2.50	200.00
205,000	cu. yds.	General Excavation, Location "B", Unclassified	0.70	143,500.00
396,000	yd. sta.	Short Overhaul	0.01	3,960.00
12,700	C-yd. sta.	Long Overhaul	0.40	5,080.00
0.42	mile	Finishing Roadbed and Slopes	500.00	210.00
2,100	lin. ft.	Rounding Cutbanks	0.15	315.00
230	lin. ft.	18" Extra Strength, Corrugated Metal Pipe, Protected Invert	4.80	1,104.00
40	lin. ft.	18" Concrete Pipe	3.45	138.00
170	lin. ft.	30" Concrete Pipe	5.60	952.00
110	lin. ft.	36" Concrete Pipe	9.20	1,012.00
10	cu. yds.	Class "A" Concrete for Miscellaneous Structures	50.00	500.00
1,200	lbs.	Metal Reinforcing for Miscellaneous Structures	0.105	126.00
1	only	30" Drain Gate	200.00	200.00
35	only	Concrete Sight Posts	12.00	420.00
990	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	2,326.50
1,580	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	3,713.00
220	M-gal.	Sprinkling	2.50	550.00
0.42	mile	Preparation of Base	300.00	126.00
60	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	240.00
10	tons	Furnishing and Placing RC-3 Asphalt	40.00	400.00
1,230	tons	Class "B" Asphaltic Concrete	7.00	8,610.00
5	tons	RS-1 Emulsified Asphalt	42.00	210.00
30	cu. yds.	Aggregate in Seal Coat	4.00	120.00
			Subtotal	$181,602.50
			10% Engr. & Cont.	18,160.25
			Total	$199,762.75

Length 0.417 mile
Cost per mile $479,047.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
4-Lane Roadway	$ 53,141.10	$ 32,359.00	$20,782.10
2-Lane Roadway	199,762.75	121,641.00	78,121.75
	$252,903.85	$154,000.00	$98,903.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department　　　　Federal Aid Project No. FI-61 (3)

CANYONVILLE SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 20, 1950

Type Code 6201
4-Lane Roadway (Sta. 55+00 to 71+50)

All Required		Clearing and Grubbing, Sta. 469+50 to 65+00 (15%)		$ 600.00
3	acres	Clearing and Cleaning Up, Sta. 65+00 to 93+50	$400.00	1,200.00
1	acre	Grubbing, Sta. 65+00 to 93+50	400.00	400.00
0.5	acre	Extra Clearing	400.00	200.00
0.5	acre	Extra Grubbing	400.00	200.00
90	sq. ft.	Felling Danger Trees	3.00	270.00
70	cu. yds.	Structural Excavation, Unclassified	3.00	210.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
5,200	cu. yds.	General Excavation, Location "A", Unclassified	0.28	1,456.00
15,000	cu. yds.	General Excavation, Location "B", Unclassified	0.78	11,700.00
195,400	yd. stas.	Short Overhaul	0.015	2,931.00
5,100	C-yd. stas.	Long Overhaul	0.40	2,040.00
0.32	mile	Finishing Roadbed and Slopes	500.00	160.00
300	lin. ft.	Rounding Cutbanks	0.20	60.00
800	cu. yds.	Excavating and Placing Topsoil	2.25	1,800.00
0.80	acre	Preparing Soil and Seeding	70.00	56.00
20	lbs.	Grass Seed, Chewings Fescue	0.75	15.00
20	lbs.	Grass Seed, Common Rye	0.12	2.40
10	lbs.	Grass Seed, Alta Fescue	0.75	7.50
4	cwt.	Inorganic Fertilizer	6.00	24.00
470	lin. ft.	18" Concrete Pipe	3.50	1,645.00
120	cu. yds.	Concrete Median Strip	45.00	5,400.00
1,190	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	2,796.50
1,830	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	4,300.50
260	M-gal.	Sprinkling	2.50	650.00
0.32	mile	Preparation of Base	200.00	64.00
110	cu. yds.	3/4" - 0" Gravel in Binder Course	3.50	385.00
15	tons	Furnishing and Placing RC-3 Asphalt	40.00	600.00
1,960	tons	Class "B" Asphaltic Concrete	6.75	13,230.00

10	tons	RS-1 Emulsified Asphalt	$48.00	$ 480.00
60	cu. yds.	Aggregate in Seal Coat	5.00	300.00
240	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	240.00
			Subtotal	$ 53,542.90
			10% Engr. & Cont.	5,354.29
			Total	$ 58,897.19

Length	0.318 mile
Cost per mile	$1,852,112.89

Type Code 6201
2-Lane Roadway (Sta. 71+50 to 93+50)

15	acres	Clearing and Cleaning Up, Sta. 65+00 to 93+50	$400.00	$ 6,000.00
6	acres	Grubbing, Sta. 65+00 to 93+50	400.00	2,400.00
0.5	acre	Extra Clearing	400.00	200.00
0.5	acre	Extra Grubbing	400.00	200.00
430	cu. yds.	Structural Excavation, Unclassified	3.00	1,290.00
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00
205,000	cu. yds.	General Excavation, Location "B", Unclassified	0.78	159,900.00
396,000	yd. stas.	Short Overhaul	0.015	5,940.00
12,700	C-yd. stas.	Long Overhaul	0.40	5,080.00
0.42	mile	Finishing Roadbed and Slopes	500.00	210.00
2,100	lin. ft.	Rounding Cutbanks	0.20	420.00
230	lin. ft.	18" Extra Strength, Corr. Metal Pipe, Protected Invert	4.00	920.00
40	lin. ft.	18" Concrete Pipe	3.50	140.00
170	lin. ft.	30" Concrete Pipe	6.50	1,105.00
110	lin. ft.	36" Concrete Pipe	9.50	1,045.00
10	cu. yds.	Class "A" Concrete for Miscellaneous Structures	60.00	600.00
1,200	lbs.	Metal Reinforcing for Miscellaneous Structures	0.14	168.00
1	only	30" Drain Gate	200.00	200.00
35	only	Concrete Sight Posts	9.00	315.00
990	cu. yds.	Additional 3/4" - 0 Gravel in Key Course	2.35	2,326.50
1,580	cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	2.35	3,713.00
220	M-gals.	Sprinkling	2.50	550.00
0.42	mile	Preparation of Base	200.00	84.00
60	cu. yds.	3/4" - 0 Gravel in Binder Course	3.50	210.00
10	tons	Furnishing and Placing RC-3 Asphalt	40.00	400.00
1,230	tons	Class "B" Asphaltic Concrete	6.75	8,302.50
5	tons	RS-1 Emulsified Asphalt	48.00	240.00
30	cu. yds.	Aggregate in Seal Coat	5.00	150.00
			Subtotal	$202,349.00
			10% Engr. & Cont.	20,234.90
			Total	$222,583.90

Length	0.417 mile
Cost per mile	$533,774.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
4-Lane Roadway	$ 58,897.19	$ 35,780.00	$ 23,117.19
2-Lane Roadway	222,583.90	135,220.00	87,363.90
	$281,481.09	$171,000.00	$110,481.09

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71-61 (3)
3424

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1951

SUBJECT: Report on Canyonville O-D Study

To: Mr. W. C. Williams
Mr. H. G. Smith
Mr. E. M. Booth
Mr. H. W. Libby
Mr. K. D. Lytle

[illegible]
W. C. WILLIAMS

Although you gentlemen have been apprised of the factual data obtained in the Canyonville License Recording O-D Study, we have recently put it into report form, and for your records I am attaching hereto one copy.

F. B. Crandall
Traffic Engineer

By

J. Al. Head
Assistant Traffic Engineer

JAH:bv
Attachment

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

CANYONVILLE LICENSE RECORDING O-D STUDY
September 1949

Prepared in Cooperation With
U. S. Department of Commerce - Bureau of Public Roads

January 1951

INTRODUCTION

The contemplated relocation of the Pacific Highway, US99, in the vicinity of Canyonville dictated the need for an origin and destination study of all traffic into, out of, and thru Canyonville. Such study would allow for the orderly assignment of traffic volumes to contemplated highway improvement — both lineally and at points of ingress and egress. Knowledge of the desire for movement on the part of the motoring public would also allow the locating engineer to select points of interchange. Such interchange points could be evaluated in accord with need and usage to the end that the type of interchange — channelized at grade or separated — could be determined.

TRAFFIC FLOW PATTERN

The chart on the following page shows the desire for movement during a 24-hour weekday in September 1949. Through numerical and graphic presentation this desire for movement is portrayed for All Vehicles only. Segregation into vehicle types can be determined by reference to the tabular data presented hereinafter.

SURVEY TECHNIQUES

In order to obtain the volume of vehicular traffic movements into, thru, and out of the City of Canyonville, a license recording survey was conducted on Tuesday, September 27, 1949, for an eight hour period from 7 a.m. to 3 p.m.

Eight stations were selected as indicated on the flow chart. At these stations, the license number and type of vehicle were recorded in fifteen minute intervals.

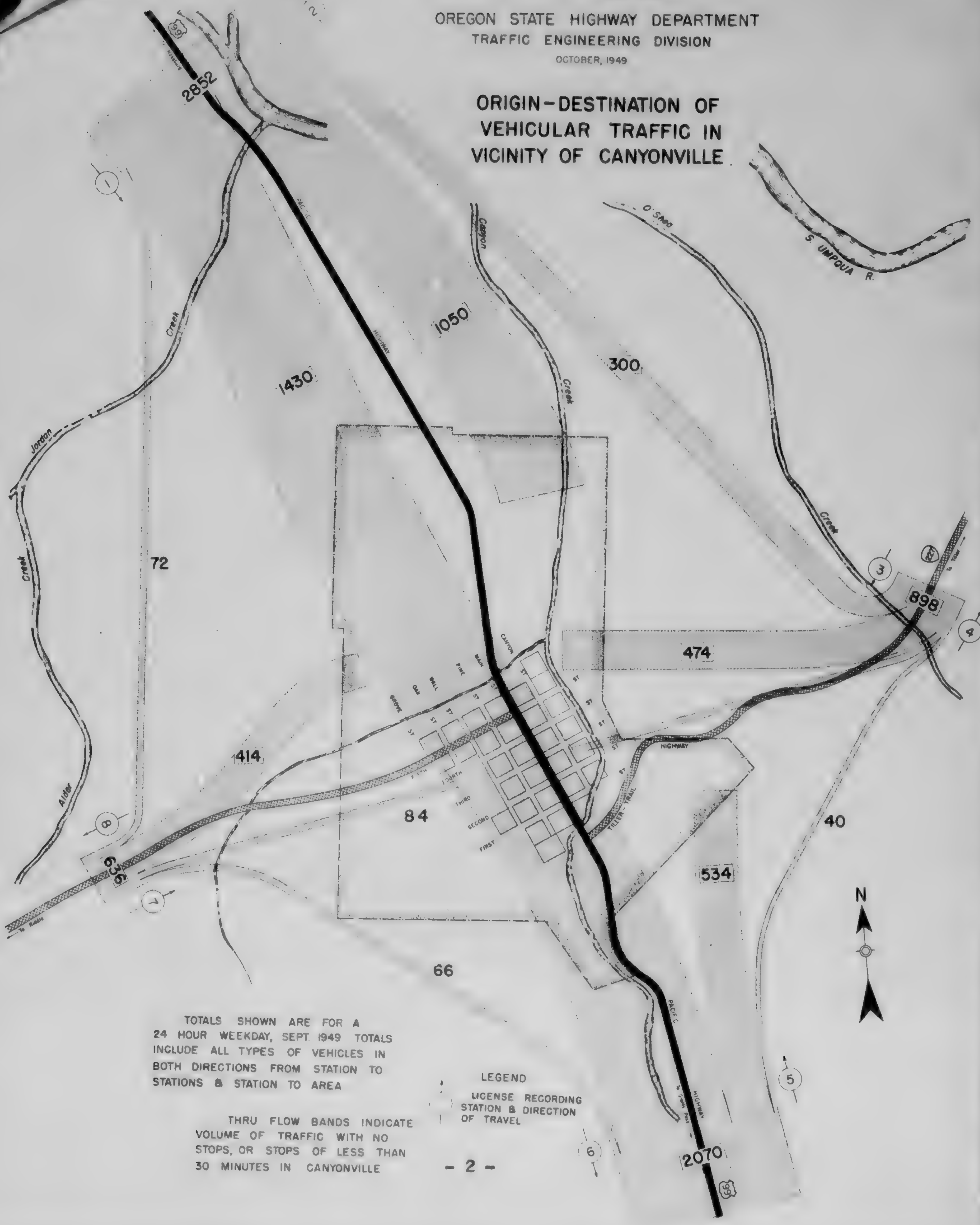
Only the last three digits of the license were recorded. From past experience it was felt that less error would result from duplication of vehicles with the last three digits being identical in the fifteen minute interval than the incorrect recording of the full license number.

In addition to the license recording stations, an automatic recorder count was made for twenty-four hours at each location to obtain the ratio of the eight hour sample to a twenty-four hour traffic volume. This ratio was used to expand the sample to a twenty-four hour basis.

The field data were punched on Hollerith tabulating cards and the trips matched by movement, type of vehicle, and time. If the license numbers could not be matched from station to station, by type, and within 30 minute time intervals, then the vehicle trip was considered as originating or terminating within the "Area" (Canyonville).

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
OCTOBER, 1949

ORIGIN-DESTINATION OF VEHICULAR TRAFFIC IN VICINITY OF CANYONVILLE


99
2852
1050
1430
300
Canyon Creek
Jordan Creek
Alder Creek
O'Shea Creek
S. UMPQUA R.
HIGHWAY
72
3
4
227
898
474
CANYON
MAIN
PINE
WALL
OAK
GROVE
ST
FOURTH
THIRD
SECOND
FIRST
HIGHWAY
TILLER-TRAIL
414
8
84
636
7
534
40
N
66
5
6
2070
99

TOTALS SHOWN ARE FOR A 24 HOUR WEEKDAY, SEPT. 1949 TOTALS INCLUDE ALL TYPES OF VEHICLES IN BOTH DIRECTIONS FROM STATION TO STATIONS & STATION TO AREA

THRU FLOW BANDS INDICATE VOLUME OF TRAFFIC WITH NO STOPS, OR STOPS OF LESS THAN 30 MINUTES IN CANYONVILLE

LEGEND
LICENSE RECORDING STATION & DIRECTION OF TRAVEL

CANYONVILLE LICENSE RECORDING O-D STUDY

24 Hour Weekday September 1949

Movement Summary

Station Movement	All Vehicle 8-Hour Total	24/8 Fact.	24 Hour Total
1-6	401		
5-2	332		
Total	733	1.95	1430
1-8	10		
7-2	21		
Total	31	2.31	72
1-4	60		
3-2	94		
Total	154	1.95	300
3-8	11		
7-4	25		
Total	36	2.31	84
3-6	7		
5-4	14		
Total	21	1.95	40
5-8	11		
7-6	17		
Total	28	2.31	66
1-Area	245		
Area-2	294		
Total	539	1.95	1050
3-Area	116		
Area-4	127		
Total	243	1.95	474
5-Area	142		
Area-6	132		
Total	274	1.95	534
7-Area	96		
Area-8	83		
Total	179	2.31	414

CANYONVILLE LICENSE RECORDING O-D STUDY

7 AM - 3 PM September 27, 1949

Movement Summary

Station Movement	Pass. Cars	Commercial	Log Trucks	Busses	8 Hr. Total
1-4	22	18	20	0	60
1-6	337	51	13	0	401
1-8	7	3	0	0	10
1-Area	150	71	19	5	245
3-2	29	19	46	0	94
3-6	5	1	1	0	7
3-8	10	1	0	0	11
3-Area	64	26	24	2	116
5-2	271	47	14	0	332
5-4	7	3	4	0	14
5-8	7	4	0	0	11
5-Area	95	33	8	6	142
7-2	10	7	4	0	21
7-4	4	5	16	0	25
7-6	12	1	4	0	17
7-Area	66	23	6	1	96
Area-2	191	74	21	8	294
Area-4	60	31	34	2	127
Area-6	89	33	7	3	132
Area-8	64	18	0	1	83

CANYONVILLE LICENSE RECORDING O-D STUDY

7 AM - 3 PM September 27, 1949

Station Hourly Totals by Classification

Station		Hour	Pass. Cars	Commercial	Log Trucks	Busses	Total
1	AM	7-8	27	13	3	1	44
		8-9	43	9	4	1	57
		9-10	61	20	5	1	87
		10-11	70	21	7	0	98
		11-12	74	14	9	0	97
	PM	12-1	81	21	9	0	111
		1-2	80	28	7	1	116
		2-3	80	17	8	1	106
			516	143	52	5	716
2	AM	7-8	31	15	5	1	52
		8-9	53	18	9	1	81
		9-10	55	13	16	1	85
		10-11	78	20	10	1	109
		11-12	63	20	12	2	97
	PM	12-1	68	16	14	0	98
		1-2	76	23	12	1	112
		2-3	77	22	7	1	107
			501	147	85	8	741
3	AM	7-8	11	4	5	0	20
		8-9	15	7	6	1	29
		9-10	12	8	13	0	33
		10-11	13	4	8	0	25
		11-12	15	6	11	0	32
	PM	12-1	11	7	13	0	31
		1-2	16	8	10	1	35
		2-3	15	3	5	0	23
			108	47	71	2	228
4	AM	7-8	11	4	5	0	20
		8-9	5	3	9	1	18
		9-10	14	6	8	0	28
		10-11	13	8	9	0	30
		11-12	10	10	11	1	32
	PM	12-1	15	2	14	0	31
		1-2	13	13	9	0	35
		2-3	12	11	9	0	32
			93	57	74	2	226

CANYONVILLE LICENSE RECORDING O-D STUDY (cont.)

Station		Hour	Pass. Cars.	Commercial	Log Trucks	Busses	Total
5	AM	7-8	14	8	0	2	24
		8-9	39	6	5	0	50
		9-10	51	9	5	1	66
		10-11	56	12	3	1	72
		11-12	50	14	5	2	71
	PM	12-1	64	15	4	0	83
		1-2	51	8	2	0	61
		2-3	55	15	2	0	72
			380	87	26	6	499
6	AM	7-8	22	7	2	1	32
		8-9	38	11	2	0	51
		9-10	51	14	5	1	71
		10-11	59	4	3	0	66
		11-12	61	10	3	0	74
	PM	12-1	77	10	4	0	91
		1-2	68	18	3	0	89
		2-3	67	12	3	1	83
			443	86	25	3	557
7	AM	7-8	7	3	2	0	12
		8-9	9	8	5	1	23
		9-10	9	2	4	0	15
		10-11	9	6	3	0	18
		11-12	10	5	2	0	17
	PM	12-1	14	4	8	0	26
		1-2	14	4	4	0	22
		2-3	20	4	2	0	26
			92	36	30	1	159
8	AM	7-8	17	2	0	0	19
		8-9	5	2	0	1	8
		9-10	10	4	0	0	14
		10-11	6	1	0	0	7
		11-12	7	7	0	0	14
	PM	12-1	17	5	0	0	22
		1-2	11	4	0	0	15
		2-3	15	1	0	0	16
			88	26	0	1	115

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December 19, 1950

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3424, covering grading, paving and structures on the Canyonville Section of the Pacific Highway in Douglas County, awarded November 9, 1950.

Contract No. 3430, for grading and pvaing on the Canyonville (5th Street) Section in Douglas County, awarded November 10, 1950.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encls. 2

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3424

November 28, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on November 27, 1950 on Contract No. 3424, Canyonville Section, in connection with Federal Aid Project No. FI-78 (15), FI-61 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

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71-78(15) 71-61(3)

3424

November 13, 1950

Roy L. Houck & Son
1585 North 20th
Salem, Oregon

Gentlemen:

The State Highway Commission on November 9th awarded you Contract 3424 for grading and paving and construction of two grade separation structures on the Canyonville Section of the Pacific Highway in Douglas County. This award was based on your low bid of $440,229.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert
J. S. Payton

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FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

FI-78 (15)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 9, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. FI-78(15) Canyonville Section of the Pacific Highway at Canyonville to Roy L. Houck & Sons, Salem, Oregon, who submitted the low bid.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

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NOV 1 1950
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

FI-61(3)

November 19, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. FI-61(3) Canyonville Section of the Pacific Highway at Canyonville to Roy L. Houck & Sons, Salem, Oregon, who submitted the low bid.

Very truly yours,

T.M. Davis
T. M. DAVIS
District Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

November 1, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project No. FI-78(15), Canyonville Section of the Pacific Highway.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

November 1, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project No. FI-61(3), Canyonville Section of the Pacific Highway.

Very truly yours,

W. H. Lynch
W. H. LYNCH
Division Engineer

Encls.

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71-15(15)
71-61(3)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 19, 1950

SUBJECT: School Board Complaint
Canyonville Job

To: R. H. Baldock
Chief Engineer

~~Tov fen~~ ~~Please see me re this~~

NOTED
State Highway Engineer

Dear Sir:

On September 9th, in company with [illegible] Norlin, I attended the regular School Board meeting in Canyonville. The story in brief is this:

The School Board [illegible] land lying on both sides of [illegible] and [illegible] its [illegible] to [illegible] football field. We propose to [illegible] which will [illegible] enough for high school [illegible] activities. We are going to take [illegible] of Lots [illegible], Block 19; the [illegible] 56 feet of Lots [illegible], [illegible], 7 and [illegible] of Block 36; all of Block 37 and [illegible] portion of vacated streets which belong to the School in that area. The total [illegible] is [illegible].78, [illegible] the vacated streets.

What we propose to give to the School District is a tract of land 450 feet on the [illegible] side, [illegible] feet on the [illegible] side, 250 feet in width at the [illegible] end and [illegible] feet in width at the south end. This is a portion of [illegible] the Stock property [illegible] has been taken [illegible] by the Right-of-Way Department. The acreage for this tract, [illegible] with the School Board, is 2.50. [illegible] this tract than what we are taking. In connection with this, we have offered to place a pipe in the Creek which runs through the ground and grade and level the field for use, and fill in over the pipe. The estimated cost of pipe and grading is $10,000. The cost of the Stock option was $4,500. It is the opinion of Mr. Norlin and myself that this is a fair offer for what we are taking from the School District.

4000

The School Board had two things in mind; one was the fact that it would not be so easy to supervise the children if the playground were all on the north side, but, I, myself, think the children could be watched much better if the playgrounds are not separated by Fifth Street. In fact, none of this ground has so far been used.

The other matter was the fact that if the School Board wished to enlarge the playground, it could probably buy land to the west which will be cut off by our highway.

10:45 AM
Sept 21

D

I informed the Board that I have no authority as far as the Right-of-way is concerned but it appears to me that we are spending sufficient money to much more than repay the Board for the damage done to the ground.

The School Board insisted that it must see the Commission and probably you and Mr. Devers.

Since the meeting, I have learned, from Mr. Norlin, that he has suggested for exchange for the remainder of the Stock property that we can drop the matter of installing a culvert and not try to fill the draw. He also suggested to the School Board that if we purchase the balance of the property, we will blade and put the ground in shape for school use. The School could then put several footbridges across the Creek which would not cost very much. The remainder of the Stock property could be acquired for $4500.00, estimating $2000.00 for grading which would mean an additional expenditure of $6500.00. If by doing this, we could eliminate the culvert, there would be a difference of approximately $4000.00 in favor of the State.

It appears to me that if we can get the Board to agree to this matter, it would be most satisfactory to the Department.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

kdl;g

cc: S&W
Williams

IVED
EP 14 1950
FOR FILING

September 13, 1950

Mrs. Kathryn Baird, Clerk
Canyonville School District
Canyonville, Oregon

Dear Mrs. Baird:

Confirming the arrangement made with you by telephone, I shall be pleased to have the School Board of the Canyonville School District call at my office on Wednesday, September 20, at 9:00 a.m.

Very truly yours,

R. H. Baldock
State Highway Engineer

hi

CEIVED
1950
FOR FILING

Card

Salem, Oregon
September 7, 1950

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Relative to your appointment for a meeting in Canyonville Saturday night, your suggestion that Mr. Norlin accompany you meets with my approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 5, 1950

SUBJECT: Appointment
Canyonville

To:

R. H. Baldock
Chief Engineer

Dear Sir:

I have contacted Omer J. Monger, Superintendent of Schools in Canyonville, and he suggested that I meet with them Saturday night, which I will be glad to do.

I presume this matter has to do with the right-of-way and I will ask Mr. Morlin to go with me. I hope this meets with your approval.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

NOTED
State Highway Engineer

RECEIVED
SEP 7 1950
OREGON
STATE HIGHWAY COMMISSION

August 30, 1950

Omer J. Monger, Superintendent
Canyonville Public Schools
Canyonville, Oregon

Dear Mr. Monger:

Mr. H. B. Glaisyer, Secretary of the State Highway Commission, has referred to me your letter of August 29 indicating that the Canyonville School Board will be happy to meet with me to explain what they have in mind with respect to the improvement of the Pacific Highway through Canyonville, and suggesting a meeting either in Roseburg or Canyonville.

It so happens that practically all my time between now and the next scheduled meeting of the State Highway Commission, except the time that I must spend in my office here in Salem, is taken up with other engagements, and it would be quite impossible for me to spare time to go to either Roseburg or Canyonville, particularly in view of the fact that just recently I inspected the Canyonville project in company with members of the City Council. But I will be most happy to have Division Engineer, Mr. K. D. Lytle, Roseburg, call upon you and ascertain just what you have in mind. You may expect to hear from Mr. Lytle shortly.

On the other hand, should the School Board prefer to come to Salem, I will be glad to arrange my schedule to meet the Board's convenience if possible.

Very truly yours,

State Highway Engineer

cc - K. D. Lytle
H. B. Glaisyer

Mr. Lytle: Please get in touch with the School Board and let me know what it is they want. I will appreciate your doing this as soon as you can.

R. H. B.

unwalt, Chairman
J. Bingham
Strahan

Omer J. Monger, Superintendent

Marion H. Lamm, Clerk
Board Meetings--
Second Saturday Each Month

Canyonville Public Schools
SCHOOL DISTRICT NO. 8, DOUGLAS COUNTY
CANYONVILLE, OREGON

August 29, 1950

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

The School Board has instructed me to answer your letter of August 25th written to our School Clerk, Mrs. Kathryn E. Baird.

The School Board would be very happy to meet with Mr. Baldock to explain our situation at any date in either Roseburg or Canyonville. Please set a time and place and notify me as soon as possible.

Very truly yours,

Omer J. Monger

Omer J. Monger
Superintendent of Schools

OJM/gm

August 25, 1950

Kathryn [illegible]. Baird, Clerk
School District No. 5
Canyonville Public Schools
Canyonville, Oregon

Dear Madam:

This acknowledges your letter of August 22, 1950, requesting in behalf of the School Board of Canyonville Public Schools, a hearing before the State Highway Commission at its next meeting to discuss the proposed highway right of way in Canyonville.

The Highway Commission will be pleased to grant the School Board an opportunity to express its views on this subject. Its next regular meeting is scheduled to be held in Portland on Thursday and Friday, September 28 and 29, 1950. Delegations will be heard on the second day, Friday the 29th. I am reserving fifteen minutes of time for the convenience of the Board, starting at 10:45 a.m. on that day, which I trust is satisfactory. The meeting will be held in the Green Room on the first floor of the Imperial Hotel, Broadway and Stark Streets.

I anticipate that the State Highway Commission will wish a report and recommendation from the State Highway Engineer, Mr. R. H. Baldock, before taking action on the matter. I would suggest, therefore, that the members of the Board get in touch with Mr. Baldock in advance of the meeting and explain to him just what they have in mind. He then will be in position to advise the Commission when the matter comes up for discussion. It may be that Mr. Baldock can clarify the matter to your satisfaction and in that event it would save you the time and expense of a trip to Portland. I will be glad to arrange a meeting with Mr. Baldock if you want it, and will let me know.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Commissioners
R. H. Baldock
W. C. Williams

OOL BOARD
JAMES L. ZUMWALT, CHAIRMAN
JOHN J. BINGHAM
PAUL STRAHAN

OMER J. MONGER, SUPERINTENDENT

MARION H. LAMM, CLERK
BOARD MEETINGS--
SECOND SATURDAY EACH MONTH

Canyonville Public Schools
SCHOOL DISTRICT NO. 8, DOUGLAS COUNTY
CANYONVILLE, OREGON

AGENDA

AUGUST 22, 1950

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

The school board of Canyonville, District #8, Douglas County, would very much appreciate an opportunity to appear before the State Highway Commission at their September meeting for the purpose of stating their case regarding the proposed highway right of way. Would it be at all possible to receive an appointment at this meeting? Would you please notify the board of the time, place and date?

Thanking you, I remain

Sincerely yours,
Kathryn E. Baird, Clerk
Kathryn E. Baird, Clerk
School District #8

10:45 AM
Sept 29, 50

D

COPY

CANYONVILLE PUBLIC SCHOOLS
School District No. 8, Douglas County
Canyonville, Oregon

August 22, 1950

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

The school board of Canyonville, District #8, Douglas County, would very much appreciate an opportunity to appear before the State Highway Commission at their September meeting for the purpose of stating their case regarding the proposed highway right of way. Would it be at all possible to receive an appointment at this meeting? Would you please notify the board of the time, place and date?

Thanking you, I remain

Sincerely yours,

/s/ Kathryn E. Baird, Clerk

Kathryn E. Baird, Clerk

School District #8

VED
UG 21 1950
FOR FILING

[illegible]

[illegible]

August 18, 1950

Oregon State Highway Commission

Gentlemen:

The Secretary will have a small sketch map illustrating the location of the Pacific Highway, US99, in Canyonville.

As you recall, recently the Canyonville people protested the present location and you instructed me to meet with the Town Council. Before meeting with them, we made a study of the situation and, I believe, arrived at a solution of the problem wherein easy access from Canyonville to the highway could be had and it would be possible to pass from one part of the town to the other without crossing the express highway at grade. The plan received the approval of the Council.

It will be necessary for the Council to change the location of First Street at the crossing of the highway and to arrange to dead-end Second, Third, and Fourth Streets. Fortunately, these streets do not go through presently.

In addition to passing the traffic under First Street, relocated, it is also passed under the highway at Fifth Street, which is the main market road leading into the country.

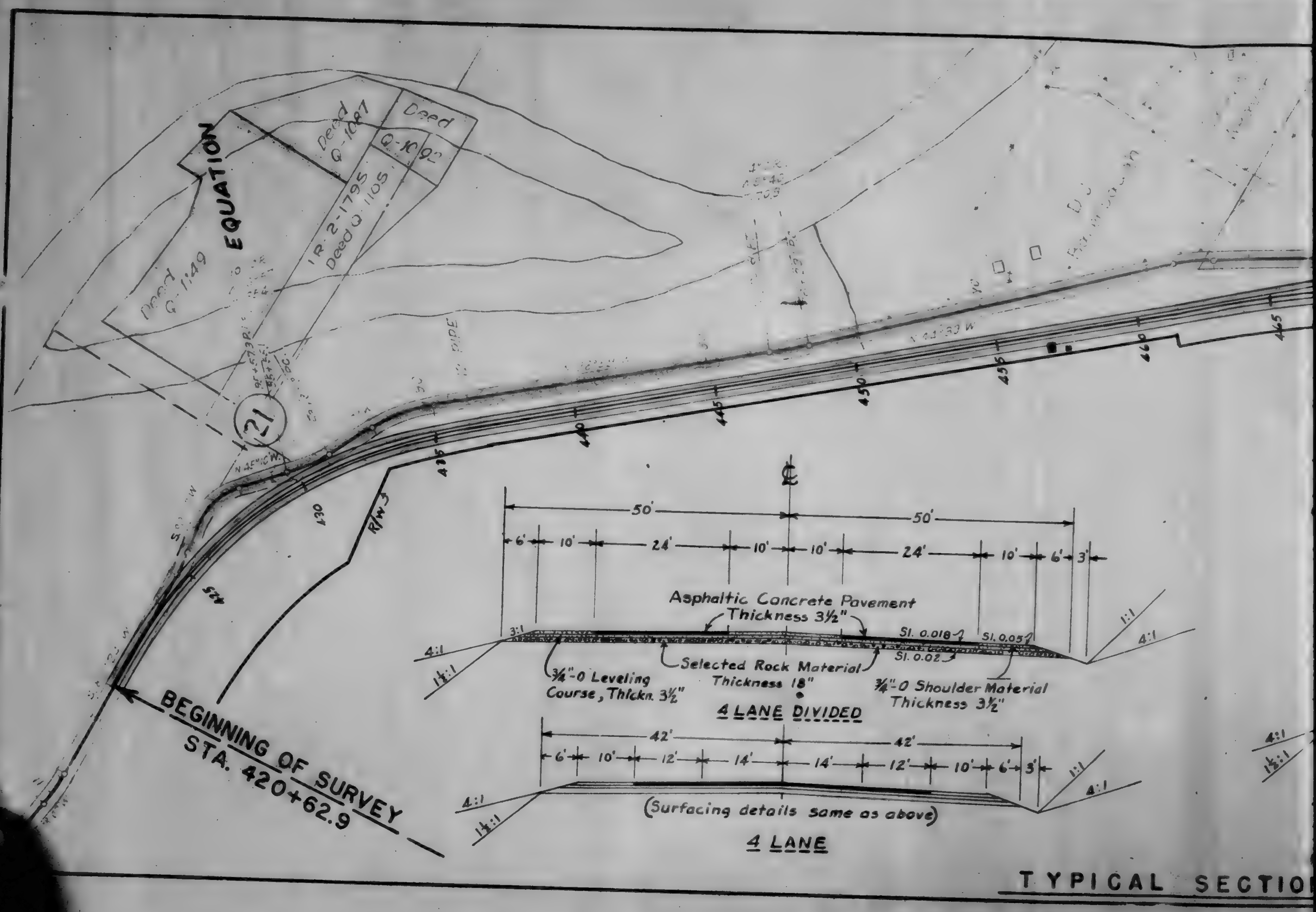
If you approve this solution, we will arrange to send the City the necessary information to prepare the ordinances.

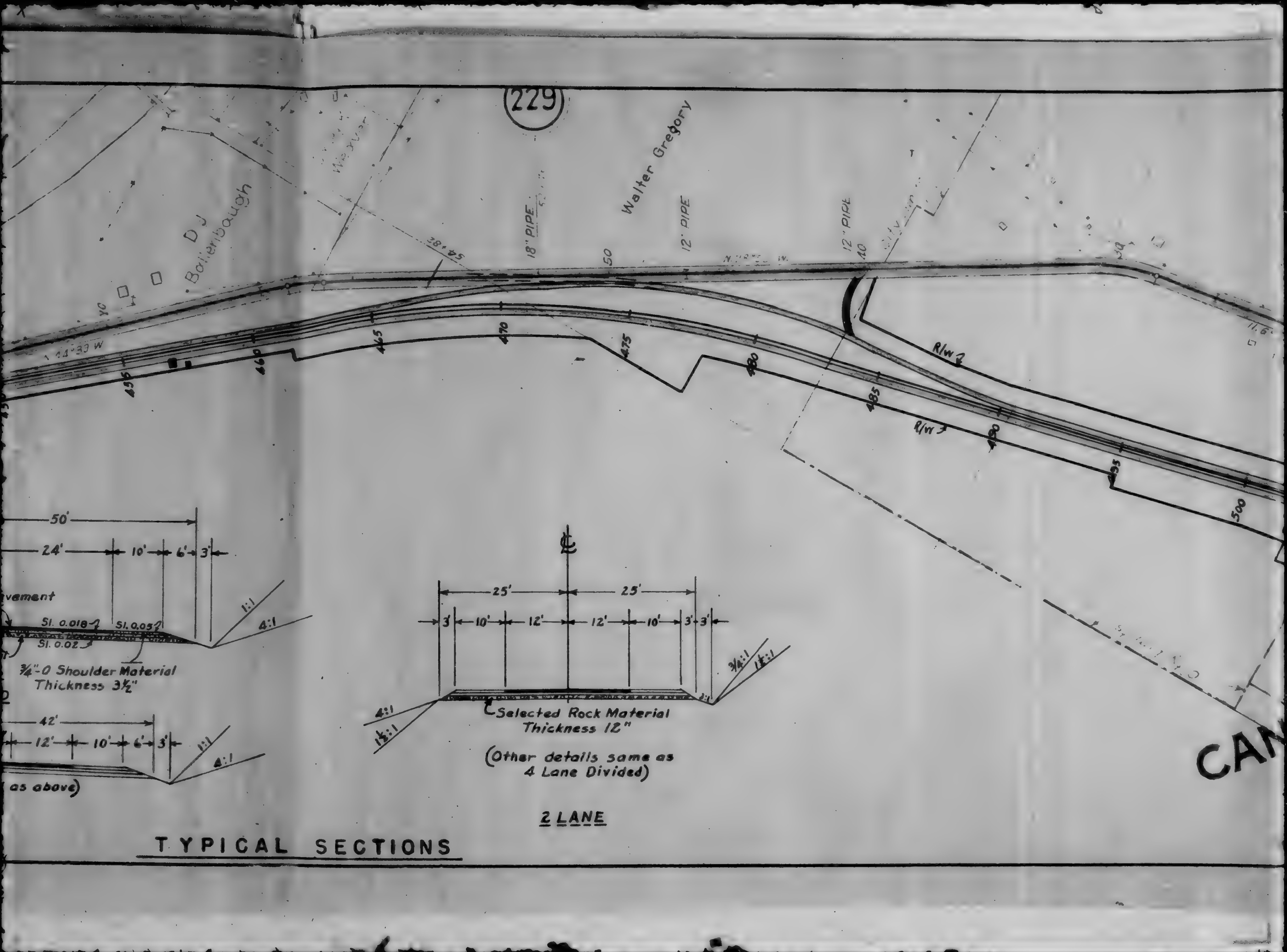
Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

RHB:hi [illegible]


EQUATION
Deed Q-1149
Deed Q-1087
Deed
Q-1092
1R 2-1795
Deed Q 1105
21
PIPE
R/W 3
425
430
435
440
445
450
455
460
465
BEGINNING OF SURVEY
STA. 420+62.9
50'
50'
6'
10'
24'
10'
10'
24'
10'
6'
3'
Asphaltic Concrete Pavement
Thickness 3½"
3:1
4:1
1½:1
Sl. 0.018
Sl. 0.05
Sl. 0.02
1:1
4:1
¾"-0 Leveling
Course, Thickn. 3½"
Selected Rock Material
Thickness 18"
¾"-0 Shoulder Material
Thickness 3½"
4 LANE DIVIDED
42'
42'
6'
10'
12'
14'
14'
12'
10'
6'
3'
4:1
1½:1
1:1
4:1
(Surfacing details same as above)
4 LANE
4:1
1½:1
TYPICAL SECTIO


229
D J Ballenbaugh
Walter Gregory
18" PIPE
12" PIPE
12" PIPE
50
40
30
54+85
455
460
465
470
475
480
485
490
495
500
R/W 2
R/W 3
CAN
50'
24'
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6'
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vement
Sl. 0.018
Sl. 0.05
Sl. 0.02
1:1
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¾"-0 Shoulder Material
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42'
12'
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as above)
℄
25'
25'
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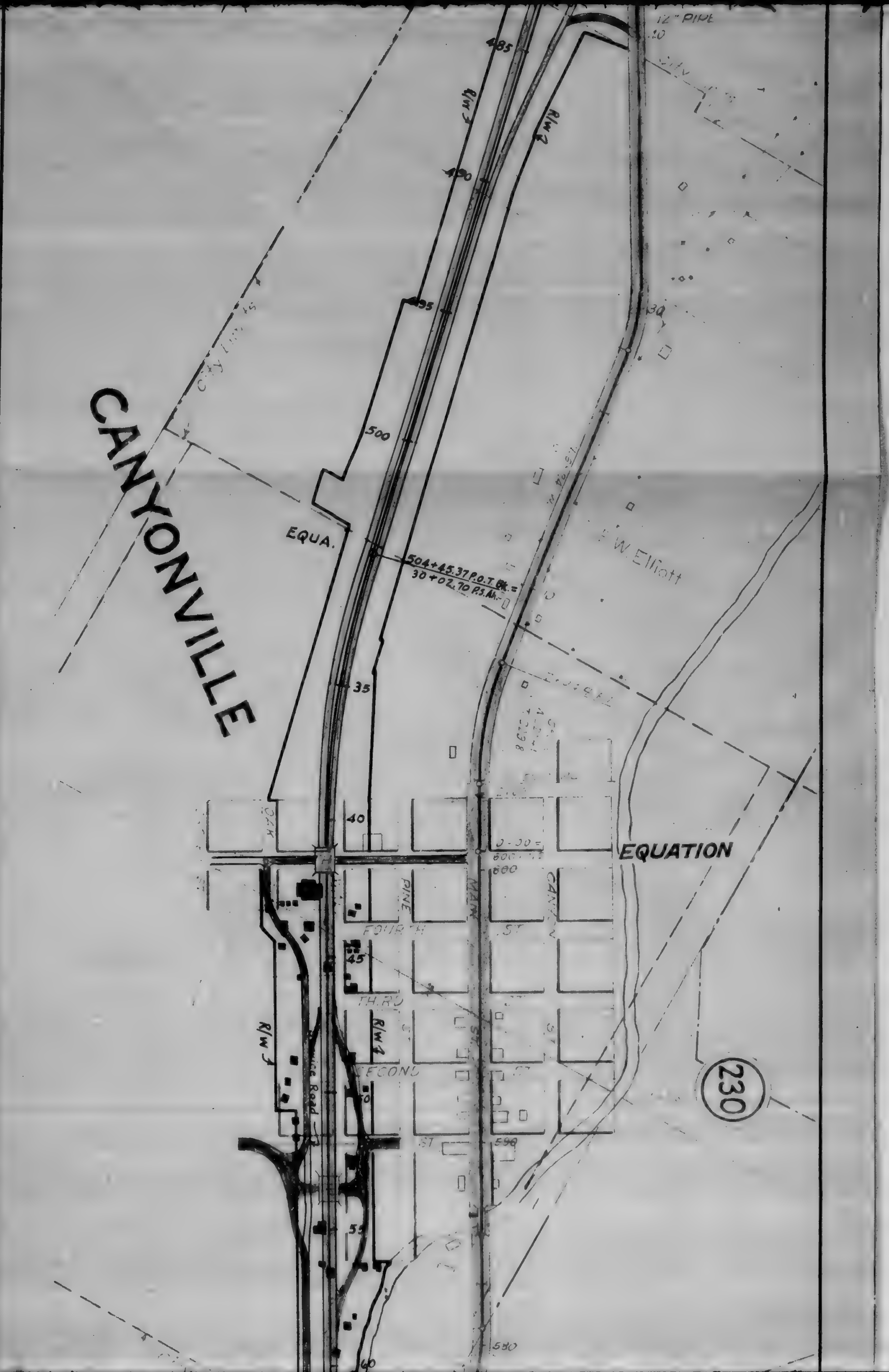
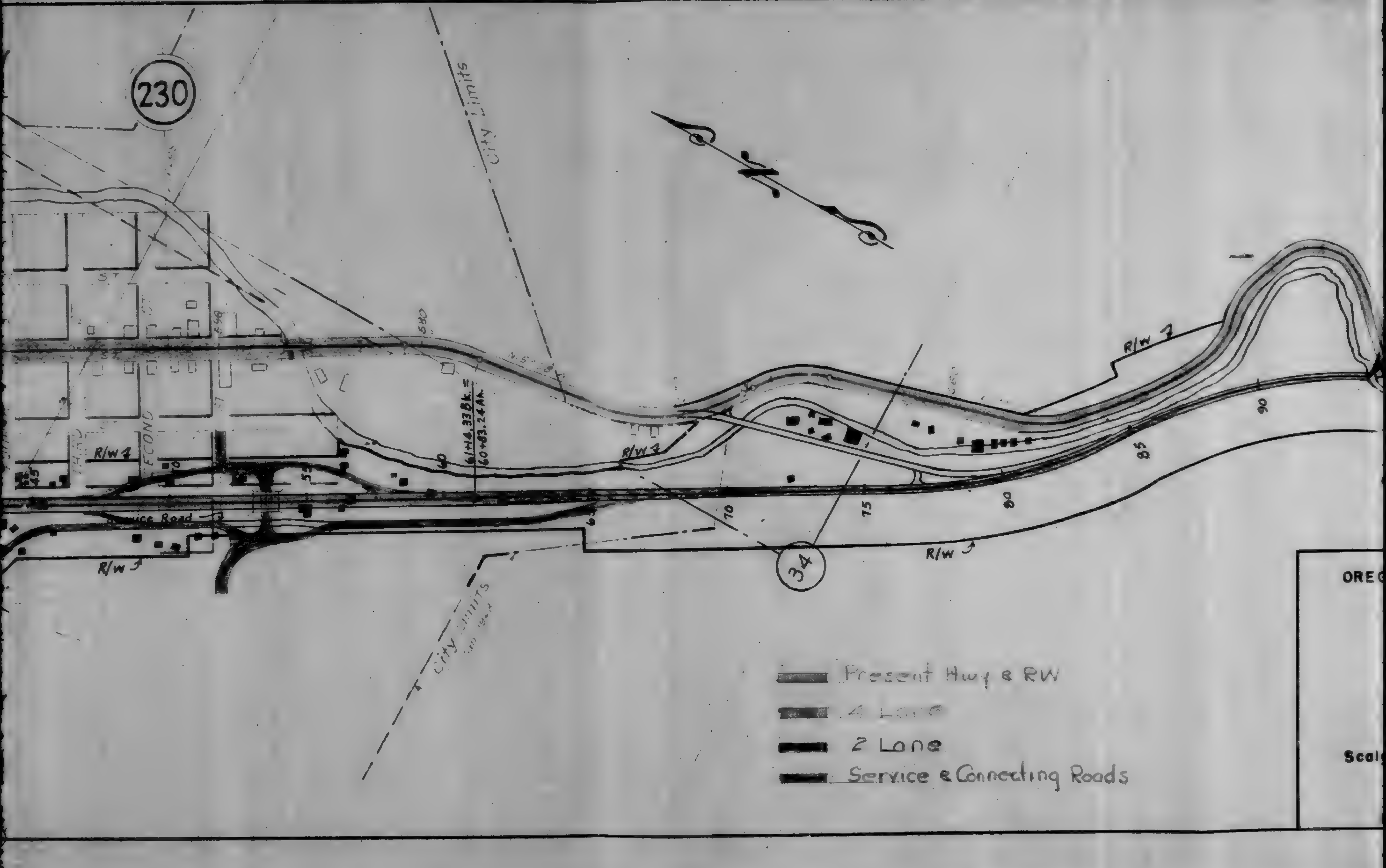
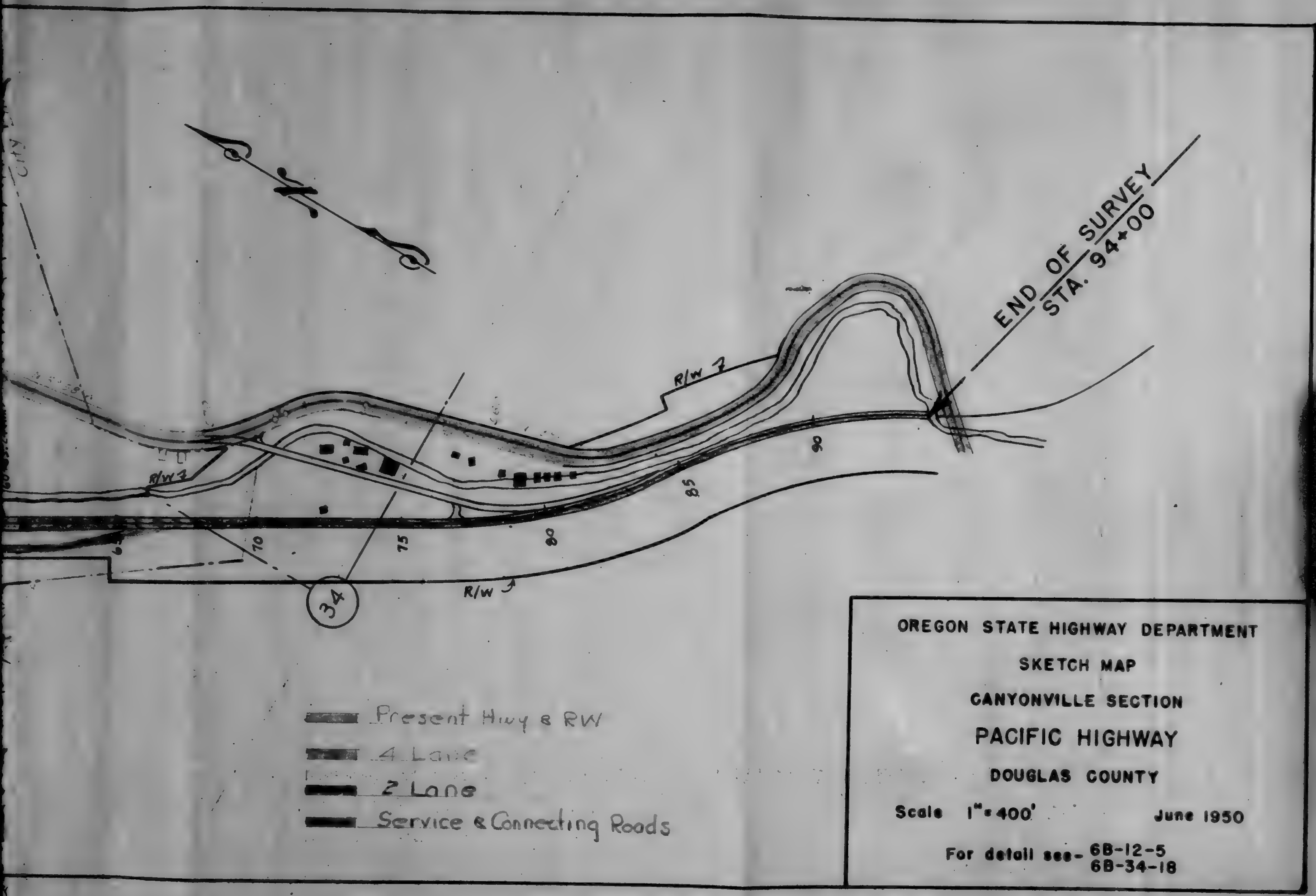
12'
12'
10'
3'
3'
4:1
1½:1
¾:1
1½:1
Selected Rock Material
Thickness 12"
(Other details same as
4 Lane Divided)
2 LANE
TYPICAL SECTIONS


12" PIPE
485
R/W
R/W
490
495
City Limits
500
CANYONVILLE
EQUA.
504+45.37 P.O.T. Bk. =
30+02.70 P.S. Ah.
F. W. Elliott
30
35
40
OAK
0-00 =
600
600
EQUATION
PINE
MAIN
CANYON
FOURTH
ST
45
THIRD
R/W
R/W
SECOND
50
ST
598
55
590
60
580
230


230
City Limits
City Limits
34
THIRD
SECOND
ST
Service Road
R/W
R/W
R/W
R/W
R/W
45
50
55
60
65
70
75
80
85
90
530
540
550
61+14.33 Bk. =
60+83.24 Ah.
Present Hwy & RW
4 Lane
2 Lane
Service & Connecting Roads
OREG
Scal



City
N
S
END OF SURVEY
STA. 94+00
R/W
R/W
R/W
34
70
75
80
85
90
Present Hwy & RW
4 Lane
2 Lane
Service & Connecting Roads

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

CANYONVILLE SECTION

PACIFIC HIGHWAY

DOUGLAS COUNTY

Scale 1" = 400' June 1950

For detail see- 6B-12-5
6B-34-18

RECEIVED
AUG - 4 1950
FOR FILING

Coast
Agness Road

Salem, Oregon
August 1, 1950

Mr. K. D. Lytle

Will meet you in Canyonville at 10:30 a.m. on Thursday, August 10.

Please make a reservation at the best tourist court in Roseburg for twin beds with bath for that evening.

R. H. Baldock

RHB:hi

RECEIVED
1950
FOR FILING
FORM E-30 25M 1-50 37536

[illegible]
[illegible]

Cross Referenced To:
Adm
Routes thru Cities
Canyonville

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1950

SUBJECT:

To:

Mr. W. C. Williams
Ass't. State Highway Engineer

OFFICE

W C WILLIAMS

This is to acknowledge receipt of your letter of July 14th relating to a meeting with the Mayor of Canyonville at 11:00 A. M., August 10th.

This is to advise that either Mr. Cooper or I will be present.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:MA

VED
OR FILING

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 17, 1950

SUBJECT: Meeting - Canyonville

To:

W. C. Williams

Dear Sir:

This will acknowledge your letter of July 14th regarding the Canyonville problems. I will meet Mr. Baldock on Thursday, August 10th, at 11 A. M. in Canyonville.

Very truly yours,

KD Lytle

K. D. LYTLE
Division Engineer

NOTED
W. C. WILLIAMS

g

OR FILING

Salem, Oregon
July 14, 1950

Mr. Forrest Cooper

Mr. Baldock has made arrangements for a meeting with the Mayor of Canyonville relative to right of way and other matters pertaining to the relocation of the Pacific Highway. This meeting is to be at 11:00 A. M., Thursday, August 10, and it will be appreciated if either you or Mr. Porter will arrange to be present.

A copy of this letter is being sent to Mr. Lytle with the request that he also be present and have with him such maps as may be necessary.

Mr. Baldock will arrive in Canyonville from the south and will be driving his personal car, so that neither you nor Mr. Lytle need make any arrangements for Mr. Baldock's transportation.

Please advise me that you have made a note of this meeting and will be there.

W. C. Williams

WCW:me

cc Mr. K. D. Lytle

RECEIVED
FOR FILING

July 14, 1950

Mr. Pop Green
Mayor
Canyonville, Oregon

Dear Sir:

Pursuant to your communication of July 12, I find that on Thursday, August 10, I will be en route north over US99 from Medford and will be at the Canyonville City hall about 11:00 a.m. that day. I will take such time as is necessary to thoroughly inspect this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Mr. Williams:
Ask Lytle to be there with all the maps.

CITY OF CANYONVILLE

CANYONVILLE, OREGON

JULY I2,I950

STATE HIGHWAY COMMISSION

SALEM,OREGON.

GENTLEMEN:

ON MAY 2I,I950 OUR CITY REPRESENTATIVE MR GREY WAS TOLD THAT YOU WOULD SEND YOUR CHIEF HIGHWAY ENGINER MR BALDOCK DOWN HERE TO MEET WITH OUR CITY COUNCIL IN REGARDS TO A CROSSING ON THE NEW HIGHWAY. I WONDER IF IT WOULD BE POSSIBLE TO HAVE MR BALDOCK SET A DEFINITE DAT WHEN HE WOULD COME,AS WE WOULD CALL A SPECIAL MEETING FOR HIS CONVENIENCE.

THANKS

Pop Green

POP GREEN--MAYOR.

PG:lg

IVED
1 8 1950
FOR FILING

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1950

SUBJECT:

Thursday - Aug 10th
11 AM

To: MEMORANDUM
to

Mr. R. H. Baldock
State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

You asked me to call to your attention a meeting between yourself and possibly some member of the Right of Way Department and the City Officials of Canyonville regarding the throughway in that town.

Very truly yours,

Forrest Cooper

FORREST COOPER
Right of Way Engineer

FC:MA

Mr. Williams

Remind me of this, to make a date after the Commission meeting.

EIVED
FOR FILING
FORM E-30 25M 1-50 37588

Const
approach Rds

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 15, 1950

SUBJECT: Canyonville Section

To:

H. G. Smith
Construction Engineer

NOTED

Dear Sir:

With reference to my letter of May 12th regarding Mayor Pop Green's complaint on the Canyonville layout, I suggest you secure a Traffic map from that Department so that you may know the volume of traffic in the Canyonville vicinity. I have reference to the following map: Origin--Destination of Vehicular Traffic in Vicinity of Canyonville - Oct. 1949. I have only one of these prints and do not like to part with it.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

G

RECEIVED
OFFICE OF
CONSTR. ENGINEER

FORM E-30 25M 1-50 37538

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

May 12, 1950

SUBJECT: Canyonville Section

To: H. G. Smith
Construction Engineer

Dear Sir:

Pop Green, Mayor of Canyonville, was in the office on Wednesday to make an objection to the proposed location through Canyonville. He stated that he was not acting as an individual but was merely expressing the sentiments of the Council as given to him at recent Council meetings.

The main objection was to our failure to allow an opening on First Street. He contends that it would be a long way around for the Fire Department, in the event of a fire, and if a man got arrested by the City Police he would have to go all of a mile back to the Police Station.

Our answer to this contention was that we believe, in as far as the Fire Department is concerned, it can reach any area by going up Fifth Street; the Fire Department and Police Department are located on Fourth and Main, and it would be only a block out of the way. The ability to cross the highway without any interference would probably make up the difference in a block. The safety of the highway would take precedence over any of Mayor Green's arguments.

Then, too, we tried to argue with Green that this is an inter-regional highway and if we are to get Federal Aid on the basis of what we have already done, it will greatly improve our status.

I do not know how we can force this proposition,as we have it, through the Council or if such action by this body is necessary. I am heartily in favor of the plan as worked up and think that it meets every need. The only way I can think to make it better would be to put a wire fence from the bridge on Fifth Street south to the Creek, on both sides of the road, as they do in California.

Attached is a map,which we had printed here, showing the access roads together with the entire proposed layout. I am writing this as Green said a member of the Council is to be at the next Commission meeting and I thought that Mr. Baldock would, no doubt, want to be forewarned as to what is up.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g
enc

EIVED
- 1950
OR FILING

May 2, 1950

Pop Green, Mayor
Canyonville
Oregon

Dear Mayor Green:

With reference to Mr. Glaisyer's reply to you under date of May 1, advise that I had to look over some work near Medford this week, but I flew down so was not able to stop off in Canyonville; however, I will have an investigation made so that I may report to the Highway Commission on your request for a connection.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Williams
Mr. Glaisyer

May 1, 1950

Pop Green, Mayor
Canyonville, Oregon

Dear Mayor Green:

I wish to acknowledge receipt of your letter of April 28, requesting a hearing before the State Highway Commission at its next regular meeting in order to state why the City of Canyonville needs and should have an approach to the new highway in Canyonville, at First Street.

The State Highway Commission will be pleased to grant you a hearing on this subject. Its next regular meeting is scheduled to be held in Portland on Thursday and Friday, May 25 and 26, 1950. Delegations will be heard on the second day, Friday the 26th, and I am reserving for your convenience fifteen minutes of time starting at 10:45 a.m. on that day, which I trust is satisfactory. The meeting place is in the Green Room on the first floor of the Imperial Hotel, Broadway at Stark Street.

In the second paragraph of your letter you give as your understanding that Mr. R. H. Baldock, State Highway Engineer, expects to visit your community some time this week and you state a desire to discuss your problem with him at that time, if possible. I am notifying Mr. Baldock of your wishes and I am sure that he will be glad to call on you if possible.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ts

cc - Commissioners
R. H. Baldock
W. C. Williams

26 1950

CITY OF CANYONVILLE

COPIES TO COMMISSIONERS

CANYONVILLE, OREGON

R H Baldock
F C Williams

April 28th,1950

Mr H.Glaiser
Sec. to Hwy. Commission
State Office Bldg.
Salem, Oregon.

Dear Mr Glaiser:

We would like very much to come before your next meeting of the State Highway Commission, To state why we need and should have an approach at First Street on the new highway in Canyonville, Oregon.

I understand Mr R.H. Baldock your chief engineer will be down this way next week and would like very much to have him stop and see me if possible. Thanking you I remain

Yours Respectfully

Pop Green

Pop Green, Mayor
Canyonville, Oregon.

10:45 AM
May 26, 50

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 15 1949
FOR FILING

71-78 (15)
71-61 (3)

December 13, 1949

Pop Green, Mayor
Canyonville, Oregon

Dear Sir:

With reference to approaches to the proposed new Pacific Highway through Canyonville, I believe it would be better if you or some of your Council would call at the Division office of the Oregon State Highway Commission in Roseburg and obtain your information from the engineers at that office. This matter is very difficult to explain in a letter, and I believe you will have a much better concept of the proposed plan if you make inspection of survey plans and discuss them with the engineers.

I am sending a copy of this letter to our Division Engineer at Roseburg, Mr. K. D. Lytle, and I suggest that you contact him by phone to arrange such a meeting if you so desire.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. K. D. Lytle

FILING

CITY OF CANYONVILLE

CANYONVILLE, OREGON

December 8th,1949

State Highway Department
Salem, Oregon.

Gentlemen:

Residents of Canyonville who live in the southwest section of the city have asked me - as Mayor - what the city proposes to do about the matter of approaches to the highway in the city, and of continued easy access to the downtown business section.

They are especially concerned about keeping First-Street open, Both as an approach to the highway and as an easy access to the business section.

As newly elected Mayor of Canyonville, I'd like information concerning the above situation.

Very Truly Yours,

Signed Pop Green
Pop Green, Mayor
Canyonville, Oregon.

FI-41(C) Lawyer [illegible] Section [illegible]
FI-[illegible] [illegible] at [illegible] File.
43.24 [illegible] (FI-31(1))

R

RECORDE
AT TRAN
FILING S

1-55 Prineville Rock Production Proj. 1/5
Madras-Prine. Hwy, Ochoco & Crooked
River Hwys, near Prineville.
#342

RECEIVED
FOR FILING
7-23-50

OREGON STATE HIGHWAY COMMISSION
Feb. 9, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3425	**2-final**	**Rogers Construction Co.**	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1858	**R-9514**	$ **1,442.52**	**2/8/51**

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized. A. A. Wichlander

ACCOUNTING DIVISION

- - - - - - - - - - - - - - - - June 30, 1951 - - - - - - - - - - - - - - - - -

Specified Completion Date:
None required

Time Extensions:
Dec. 23, 1950

Completion Date:
Jan. 23, 1951

Date Accepted:
None of record

Penalties:
None of record

Claims:

Remarks:

- - - 2-9-51 -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: FEB 9 1951
A. A. Wichlander

RECEIVED
FOR FILING
[illegible]
3425

January 29, 1951

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3425, for rock production on the Prineville Section of the Madras-Prineville and Ochoco Highways in Jefferson and Crook Counties, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $1,442.52 will be made on or after February 8, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information the total contract amount is $29,260.89, of which amount $338.21 represents force account items. This contract was completed on December 23, 1950 and accepted by the Highway Commission on January 23, 1951.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
United States National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
1/29, jg

RECEIVED

FOR FILING

1-22-52

3425

January 11, 1951

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Rogers Construction Co. on contract No. 3425, for rock production on the Prineville Section on the Madras-Prineville and Ochoco Highways in Jefferson and Crook Counties. This payment, in the amount of $27,818.37, will be made on or after January 22, 1951. The retained percentage is $860.36.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
United States National Bank Bldg.
Portland 4, Oregon

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 5, 1951, 19

Section Prineville

Kind of work Rock Production

Highway Madras-Prineville, Ochoco, & Crooked River

Section prefix 7-8302

Contractor Rogers Construction Co.

Contract number 3425

Date of Contract Nov. 9, 1950, 19

Date of completion June 30, 1951, 19

Date work started Nov. 20, 1950, 19

Estimated date of completion Dec. 23, 1950, 19

Amount of contract $25,472.50

Per cent of time elapsed 25 %

Estimated cost of completed project, exclusive of engineering $28,740.01

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $2100.00, 100 %

Date project was completed Dec. 23, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

While the contractor finished crushing operations last week, final dispositions of the materials was not completed till this week. All piles are now complete and semi-final is being submitted as of today.

Removal of equipment and final cleanup of the quarry site is not quite completed.

B. A. MARTIN

Signed

Address 1290 Wall Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			14,801.3		
Estimated quantities moved or placed to date			14,801.3		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	no regular shifts				
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 21 1950
FOR FILING

December 19, 1950

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3425, which was awarded to you on November 9, 1950 by the State Highway Commission, for rock production on the Prineville Section of the Madras-Prineville and Ochoco Highways in Jefferson and Crook Counties.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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7-8300

3425

November 13, 1950

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on November 9th awarded you Contract No. 3425 for rock production on the Madras-Prineville, Ochoco and Crooked River highways in Jefferson and Crook counties. This award was based on your low bid of $25,472.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - S. H. Probert

F-1(d)(2) Greenleaf Creek Fire 10-[illegible]

47406

RECEIVED
FOR FILING
7-14 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3426	7-final	E. C. HALL COMPANY	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23261	R-31763	$ 2,336.45	Jan. 11, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklund
ACCOUNTING DIVISION

Specified Completion Date: **July 31, 1951**

Time Extensions: **None**

Completion Date: **May 29, 1951**

Date Accepted: **June 18, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-14-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
A. A. Wicklander

NOTED ON CARD
1-14-52

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FOR FILING

7-149(2)

3426

July 9, 1951

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3426 for construction of bridge across Greenleaf Creek on the Siuslaw Highway, Lane County, was completed by the contractor, E. C. Hall Co., on May 29 and was formally accepted by the Highway Commission on June 18, 1951.

Final payment in the amount of $2,336.45 will be made to the contractor on or after July 19, 1951. The total contract amount is $30,401.81, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

[illegible]

RECEIVED
1951
FOR FILING

4-149(2)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

February 8, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-149(2)
Greenleaf Creek Bridge

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
FEB 9 1951
OREGON
STATE HIGHWAY COMMISSION

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State Oregon

Project No. F-249(2)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of February, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of August, 1949, a program, which was approved on the 14th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of October, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-one thousand and 00/100 dollars ($21,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1079+37 and survey station 1080+77, all in the NE 1/4, Section 2, T. 17 S., R. 8 W., W.M., without exception.

, length 0.027 miles, in Lane County,

being Oregon Federal Aid Project project No. F-149(2), consisting of 0.000 miles of

roadway and one bridge of more than 20 feet clear span, 0.027 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-one thousand and 00/100 dollars ($21,000.00), which does not exceed the authorized Federal pro rata share of thirty-four thousand, eight hundred eighty-one and 00/100 dollars ($34,881.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JAN 19 1951
FOR FILING

F-149(2)

3426

January 18, 1951

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies as basis for project agreement for the Greenleaf Creek Bridge, Project No. F-149 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:ow

Encl.

Oregon State Highway Department   Federal Aid Project No. F-149 (2)

GREENLEAF CREEK BRIDGE ON THE SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1950

Type Code X021

Bridge (Sta. 1079+37 to 1080+77)

All Required	Shoring, Cribbing, Etc.		$ 5,000.00
85 cu. yds.	Structural Excavation	$10.00	850.00
5 cu. yds.	Structural Excavation Below Elevation Shown	15.00	75.00
225 cu. yds.	Class "A" Concrete	55.00	12,375.00
57,000 lbs.	Metal Reinforcement	0.13	7,410.00
All Required	Removal of Old Bridge and Providing for Traffic		6,000.00
		Subtotal	$31,710.00
		10% Engr. & Cont.	3,171.00
		Total	$34,881.00

Length- - - - - - - - - - - - -0.027 mile

Federal Aid Funds- -	$21,000.00
State Funds- -	13,881.00
	$34,881.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Greenleaf Creek Bridge, Project No. F-149 (2).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

The usual copies of right of way statement for this project will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMN:gs

Encl.

Oregon State Highway Department   Federal Aid Project No. F-149 (2)

GREENLEAF CREEK BRIDGE ON THE
SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1950

Type Code X021

Bridge (Sta. 1079+37 to 1080+77)

All Required	Shoring, Cribbing, Etc.		$ 5,000.00
85 cu. yds.	Structural Excavation	$ 5.00	425.00
5 cu. yds.	Structural Excavation Below Elevation Shown	6.00	30.00
225 cu. yds.	Class "A" Concrete	65.00	14,625.00
57,000 lbs.	Metal Reinforcement	0.12	6,840.00
All Required	Removal of Old Bridge and Providing for Traffic		10,000.00
		Subtotal	$36,920.00
		10% Engr. & Cont.	3,692.00
		Total	$40,612.00

Length- - - - - - - - - - - - -0.027 mile

Federal Aid Funds- -	$25,000.00
State Funds- -	15,612.00
	$40,612.00

Oregon State Highway Department Federal Aid Project No. F-149 (2)

GREENLEAF CREEK BRIDGE ON THE

SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1950

Type Code X021

Bridge (Sta. 1079+37 to 1080+77)

All Required	Shoring, Cribbing, Etc.		$ 5,000.00
85 cu. yds.	Structural Excavation	$ 5.00	425.00
5 cu. yds.	Structural Excavation Below Elevation Shown	6.00	30.00
225 cu. yds.	Class "A" Concrete	65.00	14,625.00
57,000 lbs.	Metal Reinforcement	0.12	6,840.00
All Required	Removal of Old Bridge and Providing for Traffic		10,000.00
		Subtotal	$36,920.00
		10% Engr. & Cont.	3,692.00
		Total	$40,612.00

Length- - - - - - - - - - - - - -0.027 mile

Federal Aid Funds- -	$25,000.00
State Funds- -	15,612.00
	$40,612.00

RECEIVED
[illegible] 1950
FOR FILING

7-149 (2)

3426

December 19, 1950

E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith, for your records and files, two executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3426, covering construction of the Greenleaf Creek Bridge on the Siuslaw Highway in Lane County, awarded November 9, 1950.

Contract No. 3431, covering structure, grading and surfacing on the White River Bridge Section on the Mt. Hood Highway in Hood River County, awarded November 10, 1950.

We are also sending fully executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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1-145(2)

3426

November 13, 1950

E. C. Hall Company
12012 S. W. Barbur Boulevard
Portland 1, Oregon

Gentlemen:

The State Highway Commission on November 9th awarded you Contract No. 3426 for construction of the Greenleaf Creek Bridge on the Siuslaw Highway in Lane County. This award was based on your low bid of $31,710 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

m:

cc - S. H. Probert
G. S. Paxson

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OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

F-149(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 9, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project F-149(2) Greenleaf Creek Bridge, to E.C. Hall Co., Portland, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

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FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 30, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project F-149(2), Greenleaf Creek Bridge Section of the Siuslaw Highway, in Lane County.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encls.

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FORM E-30 25M 5-50 40300

7-143(2)

3426

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1950

SUBJECT: Greenleaf Creek Bridge No. 4025

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I stopped at this bridge a few days ago and looked into the matter of the cattle pass under the west end of the structure. There is a considerable use being made of this structure as an underpass both for stock and for the farmer's tractors and trucks. The farmer has graded out a road between the bents and put gravel on it, so that he apparently figures it to be a permanent part of his operation. In view of this we are designing the structure so as to allow room for this underneath the west approach.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:gm

FOR FILING

FORM E-30X 25M 9-49 34893

34[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1950

SUBJECT: Greenleaf Creek Bridge
No. 4025

To:

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith a print from the vicinity map for the Greenleaf Creek Bridge on the Siuslaw Highway in Lane County. We are planning on a three-span concrete viaduct, 156 feet in length, extending from Station 1079+26 to 1080+82. The intermediate piers will be in line with the piers under the existing bridge, and the 48-foot span at the west end of the structure will allow the adjacent property owner to use the west approach for a cattle pass and also for the passage of his farm equipment. We will, however, have approximately 2 feet less of vertical clearance under the new structure than is provided by the present bridge. This is because of the additional depth of the concrete girders. The only way to provide additional clearance would be to raise the grade, and I do not believe this is worth-while.

The vicinity map shows a rather extensive channel change in the creek. I do not believe that this is necessary or advisable. The stream has a drainage area of approximately 12½ square miles, and the structure which we propose is ample to take care of this drainage, especially in view of the fact that we are lengthening out the west approach to provide for the cattle pass. It is noted that the right-of-way line at the west passes rather close to the hatchery building, and we may have some difficulty in obtaining this right of way.

This project is on the 1950-51 Federal-aid Program, and we would like to get it under contract as soon as practicable. It would be appreciated if the necessary right-of-way descriptions and approach road plans could be prepared in the near future.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc W. C. Williams

1950

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7149(2)

3426

Salem, Oregon
August 24, 1950

Mr. G. S. Paxson

Relative to your letter stating that the provision for a stock driveway at Greenleaf Creek Bridge would increase the cost approximately $3,000, I am inclined to believe that this matter should be investigated before any decision is made.

Even though the cost is increased, we do gain the benefit of passing of stock across the highway without hazard to traffic. If there is any material amount of cattle being crossed under the highway at this point, I feel we would be justified in the additional expenditure by reason of the reduced highway hazard.

Please have Mr. Lytle check into this and, if the crossing is regularly used to any extent, I believe we should provide for an undercrossing in our bridge structure, even though we are not bound to do so by any right-of-way commitment. The fact that the existing bridge has been used as a cattle pass for so many years does somewhat establish a basis for continuation.

W. C. Williams

WCW:er

FORM E-30 25M 5-50 40300

7119(2)
3426

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1950

SUBJECT: Greenleaf Creek Bridge No. 4025

To:
Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W.C. WILLIAMS

Dear Sir:

Our Resident Engineer J. C. Chapman advises that a Mr. V. A. Parker, who lives just south of the Greenleaf Creek Bridge, has been using the south approach of the present structure as a cattle pass and, occasionally, to move his truck from one side of the highway to the other. Mr. Parker is insisting that the same facility be provided for him in the new structure. To do this will require the lengthening of the structure 12 or 15 feet more than is necessary for waterway and will increase the cost approximately $3,000. In so far as I know, we have no agreement with the property owner to provide this facility, and I would appreciate advice as to whether we should incur this additional cost.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:gm

23-33 Drowsey-Jentura & Harper-[illegible] [illegible]
Production Project Central Cr[illegible]
[illegible] Hw, near Jentura & Harper

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OREGON STATE HIGHWAY COMMISSION
(date)
August 27, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3427	5-final	C. E. Lessberg

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
EA22 14412	R-22419	$ $642.08	Aug. 27, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: July 31,1950

Time Extensions: None required

Completion Date: July 6, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 8-28-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
A. A. Wicklander

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RECEIVED

[illegible]

3427

August 10, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3427 for rock production on the Drewsey-Juntura and Harper-Hope Sections of the Central Oregon Highway in Malheur and Harney Counties was completed July 6, 1951 by the contractor, C. E. Leseberg, and was formally accepted by the Highway Commission on August 3, 1951.

Final payment in the amount of $642.08 will be released to the contractor on or after August 20, 1951. The total contract amount is $29,493.54, and no force account work performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD

[illegible]

RECEIVED
JUL 25 1951
FOR FILING

July 25, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to C. E. Leseberg on contract No. 3427, for rock production on the Drewsey-Juntura and Harper-Hope Section of the Central Oregon Highway in Malheur and Harney Counties. This payment, in the amount of $1,701.09, will be made on or after August 4, 1951. The retained percentage is $892.31.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD

23-5304
3427
Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 14, 1951

Section Drewsey-Juntura Harper-Hope

Kind of work Rock Production

Highway Central Oregon

Section prefix 5-8209

Contractor C.M.Leseberg

Contract number 3427

Date of contract November 9,1950, 19

Date of completion July 21, 1951

Date work started March 12, 1951

Estimated date of completion , 19

Amount of contract . . . . $ 29,079.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 29,079.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1,900.00, 6.5 %

Date project was completed July 6, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed moving of plant on Thursday of this week.

Field crew spent one day remeasuring stockpiles on this job.

Two men spent two days in office figuring and checking stockpile quantities.

247 days of 264

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

RECEIVED
JUL 16 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed L. V. Johnson by Dick Haines

Address Box 40, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

NOTED
E. M. [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			31.29		
Miles partially completed					
Miles completed			31.29		
Total estimated quantities			9,529		
Estimated quantities moved or placed to date			9,529		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., 4 trucks................, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

State Printing Dept. 41608

RECEIVED
JUN 7 - 1951
FOR FILING

Salem, Oregon
May 29, 1951

Mr. E. A. Collier

Reference is to your memorandum under date of May 28 transmitting copies of a letter from Mr. McComb and Mr. Chidsey, which indicates that Contractor Leseberg damaged the oiled surface and shoulders of the Central Oregon Highway in the vicinity of Harper with a cleated tractor, with the estimated cost to repair the same of $130.

I agree with your recommendation that the contractor should be billed in the amount of $130 to cover the cost of repairs. However, since Mr. Leseberg, the contractor, is performing work in Division 5, under the supervision and direction of Mr. Chidsey, Division Engineer, it is my opinion that the settlement should be made directly, by direct contact with the contractor by the Division Engineer. I believe that our public relations would be much better if the demand were made by Mr. Chidsey rather than by this office, as our details are very meager.

Mr. Chidsey states that the damage was evidently caused by Mr. Leseberg. Mr. McComb states that the damage was due to Leseberg running his cat back and forth across the road near his present setup near Harper. If this condition was observed by Mr. McComb or the Resident Construction Engineer, the contractor should have been stopped and cautioned that this is a violation of the motor vehicle laws.

If Mr. Leseberg is continuing this practice in conjunction with another contract project, he should be properly advised and the State Police should be requested to take suitable action in the event that they observe such practice.

If Mr. Chidsey is unable to reach a settlement with Mr. Leseberg, it would appear to be a waste of time for this office to bill him in the amount of the damages. Therefore, our only other recourse would be to swear out a warrant for his arrest, providing that we have an eye witness to the effect that Mr. Leseberg, or his employees operating his equipment, did the damage.

The Highway Commission would not authorize filing a legal action for the collection of $130.

W. W. Stiffler

WWS:er
cc Mr. E. F. Chidsey

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1951

SUBJECT: Central Oregon Highway - Harper
Damage to Oiled Macadam - Contractor

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

Herewith copies of letters from Mr. McComb and Mr. Cannon about damaged highway - damaged by tractor operated by Mr. C. E. Leseberg, on contract No. 3427.

I concur in recommending that the bill be presented to Mr. Leseberg for this damage to the oil surface, as shown, in the amount of $130.00.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH - Enclosures
cc: E. F. Chidsey
O. G. McComb

NOTED
W. W. STIFFLER

FORM E-30X 25M 6-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 24, 1951

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith copy of a letter from D. M. S. McComb in regard to the cost of repairs to the shoulders and oiled macadam near Harper.

The damage mentioned ~~is~~ evidently caused by Mr. Leseberg, contractor on State Highway Project, Contract No. 3427.

We suggest that the contractor be billed for the cost of repairs.

Very truly yours,

E. F. CHIDSEY
Division Engineer

By

C. D. Cannon
Office Engineer

CDC/hw
enc.
cc - O. G. McComb

C
O
P
Y

FORM E-30 25M 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
May 13, [illegible]

SUBJECT: Request for Outside Billing

To: Mr. [illegible] F. Chiasoy
Division Engineer
La Grande, Oregon

Dear Sir:

I am submitting [illegible] [illegible] to repair shoulders and oiled macadam due to Mr. [illegible] running his cat back and forth across the road near his present set up near Harper. This damage could have been avoided with very little effort on Mr. [illegible]'s part and as he is starting to do the same thing at his new set up I think this is a good opportunity to stop this condition. He crossed the oil and shoulders in two places during the hottest part of the day.

I will have to bring the patching crew from near [illegible] clear back to the top of Vines Hill. Consequently, we should charge him for fully operated equipment for one full day as listed below. The amount of materials involved will be so small I do not think any charge necessary.

FULLY OPERATED EQUIPMENT:

Truck 4-[illegible]4	8 hrs at [illegible]	$[illegible].00
Truck 4-[illegible]	8 hrs at [illegible]	13.00
[illegible] [illegible]-5[illegible]	8 hrs at [illegible]	[illegible]
[illegible] [illegible]-[illegible]	[illegible] hrs at [illegible]	[illegible].00
	TOTAL	$1[illegible]0.00

Please handle as you see fit.

Very truly yours,

/s/ O. G. McComb
O. G. McComb
Dist. Maint. Supt.

OGM/pd

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DEC 21 1950
FOR FILING

23-9247

3427

December 19, 1950

Mr. C. E. Leseberg
201 Reece Ave.
Nyssa, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3427, which was awarded to you on November 9, 1950 by the State Highway Commission, for rock production on the Drewsey-Juntura and Harper-Hope Sections of the Central Oregon Highway in Malheur and Harney Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

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NOV 13 1950
FOR FILING

[illegible]

3427

November 13, 1950

Mr. C. E. Leseberg
203 Bower Avenue
Nyssa, Oregon

Dear Mr. Leseberg:

The State Highway Commission on November 9th awarded you Contract No. 3427 for rock production on the Drewsey-Juntura and Harper-Hope sections of the the Central Oregon Highway in Malheur and Harney counties. This award was based on your low bid of $29,079 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

m:

cc - S. H. Probert

S-215(5) Yamhill River-Salt Cr. Sec., 1950
The Dallas-Coast Hwy.
#3428

W.C. Williams

RECEIVED

FINAL COST ANALYSIS

Contracts 3428, 3460 & 3527 — Prefixes 127-1021, 336-1704 & 327-1705
Yamhill River-Salt Creek, Willamina & Dallas Sections — Dallas-Coast & City Streets
Porter Yett, Contractor
Kenneth Bartel, Resident Engineer

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			Yamhill River-Salt Creek Contra ct No. 3428			
Class "B" Asphaltic Concrete	17,054.12	Tons	$5.50	$5.30	$90,452.24	$93,797.66
RS-1 Emulsion	2.78	"	40.00	41.72	115.98	111.20
3/4"-0" in Shoulders	4,149	Cu. Yd.	2.20	2.64	10,937.15	9,127.80
			Willamina (West Main St.) Contract No. 3460			
Grader Work	0.3	Mile	1,500.00	190.07	57.02	450.00
3"-0" in Base	1,356	Cu. Yd.	2.10	1.95	2,649.04	2,847.60
3/4"-0" in Base & Shldrs.	592	" "	3.25	3.35	1,984.77	1,924.00
Sprinkling	36.4	M-Gal.	3.00	3.12	113.65	109.20
3/4"-0" in Binder	75	Cu. Yd.	3.50	3.57	267.48	262.50
RC-3 in Binder	8.69	Tons	50.00	39.30	341.53	434.50
Class "B" Asphaltic Concrete	943.585	"	8.50	6.03	5,692.21	8,020.47
			Dallas (Ellendale Ave.) Contract No. 3527			
Class "B" Asphaltic Concrete in Patching	112.06	Tons	9.00	6.03	675.97	1,008.54
Class "B" Asphaltic Concrete	1,072.64	"	8.00	6.00	6,432.54	8,581.12
					$119,719.58	$126,674.59

Gross Revenue	$126,674.59
Total Cost	119,719.58
Net Profit	$ 6,955.01

Net Profit Equals 5.5% of Gross Revenue

Yamhill River-Salt Creek, Willamina & Dallas

Detail of Cost

Labor:

Supervision				$1,050.00	
Labor				23,489.05	
Labor Insurance				1,496.26	
					$26,035.31

Materials:

85-100 Asphalt	1,152.0	Tons at	$22.00	$25,344.00	
RC-3 Asphalt	8.69	" "	24.50	212.90	
RS-1 Emulsion	2.78	" "	25.20	70.06	
Paving Aggregate	15,346	Cu. Yd. at	$1.37	21,100.65	
3/4"-0" Cr. Gravel Shldr. Mat'l. at Plant	4,149	" " "	1.65	6,845.85	
3/4"-0" Delivered to Job	592	" " "	2.65	1,568.80	
3/4"-0" in Binder	64	" " "	1.80	115.20	
3"-0" Pit Run Gravel	1,356	" " "	1.40	1,898.40	
Truck Freight on Asphalt				3,168.20	
					60,324.06

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$17,337.00	
Hired Equipment	693.00	
Gas, Oil & Grease	3,032.65	
Plant Fuel	4,637.50	
Move In, Freight & Cartage	1,677.26	
Small Tools & Miscellaneous Supplies	739.39	
Bond	950.05	
Public Liability & Property Damage Insurance	493.12	
Home Office & General Overhead	3,800.24	
		33,360.21
Total Cost		$119,719.58

Yamhill River-Salt Creek

Breakdown of Class "B" Asphaltic Concrete

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$3.127.07	19,182.405	Tons	$0.163
Feed Plant	2,429.04	"	"	0.127
Heat & Mix	18,470.98	"	"	0.963
$5/100 Asphalt and Freight	28,477.44	"	"	1.485
Aggregate & Muck Sand	21,100.65	"	"	1.100
Overhead & Prorateable Expense	6,748.71	"	"	0.352
	$80,353.89	19,182.405	Tons	$4.189

2,000-Lb. batch plant.

Production averaged 63.0 tons per operating hour.

Yamhill River-Salt Creek, Willamina (W. Main St.) and Dallas (Ellendale Ave.) City Projects

Remarks:

The main project, Yamhill River-Salt Creek Section of the Dallas-Coast Highway, was bid and awarded on November 9th, 1950. The Willamina Section was bid on January 24th, 1951, and the Dallas project was bid on May 25th, 1951. All the contracts were completed by August 9th, 1951.

The contractor moved a 2,000-lb. batch plant to a site adjacent to the Burch commercial gravel plant at Buell, which is situated near the mid-point of the Yamhill River-Salt Creek Section. Aggregates and crushed gravel for all the ~~property~~ Projects was purchased from the Burch plant, and the Class "B" asphaltic concrete for all the jobs was produced at the Buell site. Asphalt was hauled from Portland by the contractor's own transports.

Yamhill River-Salt Creek

An average of 65 tons of Class "B" asphaltic concrete was placed per operating hour, and costs were as follows:

Cost at plant per ton	$4.19
Hauling cost per ton (Av. 2.5 Mi.)	0.44
Street cost per ton	0.55
Traffic cost per ton	0.12
Total	$5.30

Although production was low on the Class "B", there was very little lost time due to breakdowns or weather, and a profit of $0.20 per ton was made on this item.

The 3/4"-0" shoulder material was purchased in stockpile at the Burch plant and was loaded with a hired Hough loader; 4,149 cu. yds. were placed in 70 operating hours at an average of 59 cu. yds. per hour. Low production and a low bid price, and the contractor suffered a loss on this item. The cost was as follows:

Cost in stockpile	$1.65 per cu. yd.
Loading	0.13 " " "
Hauling (Av. 2.5 Mi.)	0.49 " " "
Street cost	0.21 " " "
Overhead and Prorateable	0.16 " " "
Total Cost	$2.64 per cu. yd.

Willamina (W. Main St.)

The average haul on the Class "B" material was 6.0 miles, and the material was placed at an average of 47 tons per hour. The 3"-0" was furnished as pit run and was delivered to Willamina by Burch at a cost of $1.40 per yard. Hauling and placing averaged only 27 yards per hour with a c onsequential high placing expense. As the contractor had good bid prices on the work on this section, the Willamina work shows a fair profit.

Dallas (Ellendale Ave.)

Placing of the Class "B" mix on this section required 24 hours, and an average of 49 tons was placed per hour. The hauling distance was 10.0 miles.

The contractor made a small profit on the three projects, although the work on the Yamhill River-Sale Creek Section was bid rather low. There were no weather delays and very little lost time from breakdowns.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
NOV 1 9 1951
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S-[illegible]

(CONTRACT NO.)

34[illegible]

OREGON STATE HIGHWAY COMMISSION
(date)

Nov. 8, 1951

(EST. NO.) (CONTRACTOR)

3428
(VOUCHER NO.)

5-final
(WARRANT NO.)

Porter W. Yett
(AMOUNT) (DATE)

19428

R-27319

$ 3,091.10

Nov. 7, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:
Aug. 31, 1951
Time Extensions:
None needed
Completion Date:
Aug. 9, 1951
Date Accepted:
Aug. 20, 1951
Penalties:
None of record
Claims:
None of record.
Remarks:

Date:
11-14-51
To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
OCT [illegible] 1951
FOR FILING

October 15, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3428 for resurfacing on the Yamhill River-Salt Creek Section of the Dallas-Coast Highway in Polk County was completed by the contractor, Porter W. Yett, on August 9 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $3,091.10 will be released to the contractor on or after October 25, 1951. The total contract amount is $103,036.66, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
12-15-51, gl

RECEIVED
[illegible] 1951
FOR FILING

[illegible]

9/21

September 7, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Porter W. Yett on contract No. 3428, for resurfacing on the Yamhill River-Salt Creek Section of the Dallas-Coast Highway in Polk County. This payment, in the amount of $5,288.10, will be made on or after September 17, 1951. The retained percentage is $3,091.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

9-7-51, gl

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AUG 23 1951
FOR FILING

S-215 (5)

3428

August 14, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 9, 1951 on Contract No. 3428, Yamhill River-Salt Creek Section, in connection with Federal Aid Project No. S-215 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

S-215(5)
3428

Form E-1-5M-3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August-11, 1951

Section [illegible]

Kind of work Pavement Resurfacing

Highway [illegible]

Section prefix 127-1021

Contractor [illegible]

Contract number 3428

Date of contract Nov-[illegible], 1950

Date of completion Aug-31, 1951

Date work started Feb-[illegible], 1951

Estimated date of completion [illegible], 1951

Amount of contract $110240.00

Per cent of time elapsed 95.1%

Estimated cost of completed project, exclusive of engineering $115110.00

Per cent of contract completed, based on total contract price 93.3%

Engineering cost to date $8819.20, 8.0%

Date project was completed Aug-9, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday through Wednesday untill noon Contractor constructed Shoulders. No water was used as material was wet and compacted [illegible].

NOTED
W. LIBBY

RECEIVED
CONSTRUCTION ENGINEER

Signed Kenneth E. Grant

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.43			8.43
Miles partially completed		0			0
Miles completed		8.43			8.43
Total estimated quantities		4000			17100
Estimated quantities moved or placed to date		4149			1754
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift	10				
Average force on project for week	14				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....
9 Trucks – 1 dump [illegible] [illegible]
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ... 1..........., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	[illegible]		
Friday	"		
Saturday	"		

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[illegible] 15 1951
FOR FILING

S-215(5)

3428

May 14, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on February 5, 1951 on Contract No. 3428, Yamhill River-Salt Creek Section, in connection with Federal ~~Aid~~ Project No. S-215 (5).

Production and stockpiling aggregates started on the above date.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBF:plc

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FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 23, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S 215(5)
Yamhill River -
Salt Creek Section

Dear Sir:

Enclosed for your files is an executed copy of a project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jon

d 1946)

231

State **Oregon**

Federal Aid Secondary Project No. **S-215(5)**

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of February, 1951, by and between **The Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the **1st** day of **September**, 19**50**, a program, which was approved on the **2nd** day of **October**, 19**50**, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the **25th** day of **October**, 19**50**; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of **seventy-one thousand and 00/100** dollars ($**71,000.00**) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+81 in the NW 1/4, Section 13, T. 6 S., R. 7 W., W.M., and survey station 451+00 in the NW 1/4, Section 6, T. 7 S., R. 5 W., W.M., except stations 1+20 to 3+10, 209+87 to 252+00, and 442+53 to 443+10,

, length 7.680 miles, in Polk County, being Oregon Federal Aid / Secondary project No. S-215(5), consisting of 7.680 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-one thousand and 00/100 dollars ($71,000.00), which does not exceed the authorized Federal pro rata share of one hundred fifteen thousand, three hundred thirty-threeand 90/100 dollars ($115,333.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority 112 of the Highway Department to execute agreements will be found in the agreement for project No. ____________

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By Ben R Chandler

Chairman, State Highway Commission

(Title of officer)

By Chas H Reynolds

Member, State Highway Commission

(Title of officer)

By ____________

Member, State Highway Commission

(Title of officer)

By ____________

(Title of officer)

By ____________

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-2

RECEIVED
JAN 19 1951
FOR FILING

S 215 (5)

January 18, 1951

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies as basis for project agreement for the Yamhill River-Salt Creek Section, Project No. S-215 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-215 (5)

YAMHILL RIVER-SALT CREEK SECTION ON THE DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, January 12, 1951

Type Code 6201
Roadway (Sta. 0+81 to 209+87) (Sta. 252+00 to 451+00)

16,300	tons	Class "B" Asphaltic Concrete	$ 5.50	$ 89,650.00
125	tons	RS-1 Emulsified Asphalt	40.00	5,000.00
490	cu. yds.	Aggregate in Seal Coat	3.50	1,715.00
3,820	cu. yds.	3/4" - 0" Material in Shoulders	2.20	8,404.00
40	M-gals.	Sprinkling	2.00	80.00
			Subtotal	$104,849.00
			10% Engr. & Cont.	10,484.90
			Total	$115,333.90

Length of Roadway	7.680 mile
Length of 2 bridges (exception)	0.047 mile
Total Length	7.727 miles
Cost per mile, Roadway	$15,017.43

Federal Secondary Funds- -	$ 71,000.00
State Funds- -	44,333.90
	$115,333.90

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

YAMHILL RIVER-SALT CREEK SECTION

PROJECT NO. S-215 (5)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 11, 1950

October 11, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specification for the Yamhill River-Salt Creek Section, Project No. S-215 (5).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWH:md

Oregon State Highway Department

Federal Aid Secondary
Project No. S-215 (5)

YAMHILL RIVER-SALT CREEK SECTION ON THE DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 11, 1950

Type Code 6201
Roadway (Sta. 0+81 to 209+87) (Sta. 252+00 to 461+00)

16,300	tons	Class "B" Asphaltic Concrete	$ 6.00	$ 97,800.00
125	tons	RS-1 Emulsified Asphalt	40.00	5,000.00
490	cu. yd.	Aggregate in Seal Coat	4.50	2,205.00
3,820	cu. yd.	3/4" - 0 Material in Shoulders	2.50	9,550.00
40	M-gal.	Sprinkling	2.00	80.00
		Subtotal		$114,635.00
		10% Engr. & Cont.		11,463.50
		Total		$126,098.50

Length of Roadway	7.680 miles
Length of 2 bridges (exception)	0.047 miles
Total Length	7.727 miles
Cost per mile, Roadway	16,419.07

Federal Secondary Funds- -	$ 78,000.00
State Funds- -	$ 48,098.50
	$126,098.50

RECEIVED
NOV 29 1950
FOR FILING

[illegible]

3428

November 28, 1950

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir: -

We enclose herewith, for your records and files, a fully executed copy of contract No. 3428, which was awarded to you on November 9, 1950 by the State Highway Commission, for pavement resurfacing on the Yamhill River-Salt Creek Section of the Dallas-Coast Highway in Polk County.

A fully executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
NOV 14 1950
FOR FILING

[illegible]

24-8

Salem, Oregon
November 14, 1950

Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto, for further handling, are five fully executed copies of a maintenance agreement with Yamhill County covering the North Yamhill River Bridge Section at Carlton.

Also attached is one unexecuted copy of an agreement between the State, Yamhill County and the City of Carlton in connection with the construction of a new bridge on FAS Highway 111 at Carlton.

The original of each of the above agreements have been retained in this office for the Commission's files, and one copy of each was sent to the County Court of Yamhill County and one copy of the agreement with the City of Carlton has been sent to the city recorder of that city.

Secretary

rn
attach: 6

RECEIVED
NOV 13 1950
FOR FILING

1-2 15 (5)

3428

November 13, 1950

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on November 9th awarded you Contract No. 3428for paving the Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County. This award was based on your low bid of $110,240.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
cc - S. H. Probert

RECEIVED
OREGON DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

-215 (5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 19, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-215(5) Yamhill River-Salt Creek Section of the Dallas-Coast Highway to Porter W. Yett, Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED

FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 30, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon S-215(5), Yamhill River-Salt Creek Section of Dallas-Coast Highway, in Polk County.

Very truly yours,

W. H. Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
OREGON DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S 215 (5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 25, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

P.S. & E. documents for Oregon Project No. S-215(5), Yamhill River Salt Creek Section of the Dallas-Coast Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

Copy to Div [illegible]
10-26-50

FOR FI

-215(5)

October 11, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specification for the Yamhill River-Salt Creek Section, Project No. S-215 (5).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWM:md

S-214(2) Weed & Muscott Bridges, 1950
Nestucca Hwy.

3421

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 30, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3429	17-final	LINDSTROM BROS. INC.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1182	R-59037	$,657.23	Jan. 29, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

a. a. Wickland...
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: extended to Sep. 20, 1952 with penalty

Completion Date: Sep. 20, 1952

Date Accepted: Oct. 20, 1952

Penalties: Time extension penalty assessed

Claims: None of record

Remarks:

Excess engineering cost was deducted from this final Est. 17 on account of contractor's failure to finish in time specified in Contract. aaw

---

Date: 1-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Wicklander

[illegible]

2-2-53

R

RECEIVED
JAN 15 1953
FOR FILING

3-14(2)

3429

January 13, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3429 for work performed on construction of Weed and Wuscott Bridges on the Little Nestucca Secondary Highway in Tillamook County was completed by the contractor, Lindstrom Bros.,Inc., on September 20 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $5,657.23 will be released to the contractor on or after January 23, 1953. The total contract amount is $76,719.93 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING
[illegible]-11(2)
2471

November 6, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 21 days, from August 29 to and including September 20, 1952, within which to complete your contract No. 3429 for constructing Weed and Muscott Bridges on the Little Nestucca Secondary Highway in Tillamook County.

The Highway Commission granted your request for the extension of time subject to the condition that the State be reimbursed by you for all engineering costs incurred subsequent to November 30, 1951 as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Geo. Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

11-6-52

RECEIVED
OCT 15 1952
FOR FILING

5-3141(3)

3429

October 13, 1952

State Highway Commission

Request for extension of time
No. 9
October 20-21 meeting.

Gentlemen:

Re: Wood and Muscott Bridges on
Little Nestucca Secondary Highway
in Tillamook County
Contract 3429

We are in receipt of an application from Lindstrom Brothers, contractors for the Wood and Muscott Bridges in Tillamook County, for an extension of time to and including the date of completion on this contract, which was September 20, 1952. A copy of the application is attached.

This contract has previously extended three times. The first extension was from September 30, 1951, the contract completion date, to November 30, 1951, without penalty. The second and third extensions were granted subject to the contractor reimbursing the State for engineering costs under these extensions.

In our opinion the delay on this project has been almost entirely due to lack of attention to the work on the part of the contractor, and it is recommended that this fourth extension, from August 29, 1952 to and including September 20, 1952 be granted subject to the contractor reimbursing the State for all engineering costs incurred during the time extension.

Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:gm

RECEIVED
SEP 8 1952
FOR FILING

34-7

September 8, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 60 days, from June 30 to and including August 29, 1952, within which to complete your contract No. 3429 for constructing the Weed and Muscott Bridges on the Little Nestucca Secondary Highway in Tillamook County.

The Highway Commission granted your request for an extension of time subject to the condition that you reimburse the State for all engineering costs incurred subsequent to November 30, 1951 as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer
George Danforth,
Resident Engineer

G. S. Paxson,
Resident Engineer

NOTED ON CARD

RECEIVED
JUL 15 1952
FOR FILING

1-7

July 14, 1952

State Highway Commission

Request for extension of time
No. 2
August 18 and 19 meeting.

Gentlemen:

Re: Wood and Mascott Bridges
Contract No. [illegible]

Herewith request for an extension of time to and including August 29, 1952 for the completion of the work on the Wood and Mascott Bridges on the Little Nestucca Secondary Highway in Tillamook County, Lindstrom Bros., contractors.

This contract has been previously extended twice. The last extension, from November 30, 1951 to June 30, 1952, was subject to the condition that the contractor reimburse the State for all engineering costs incurred subsequent to November 30, 1951. It is recommended that this extension be granted subject to the same condition, namely, that the contractor reimburse the State for all engineering costs incurred subsequent to November 30, 1951. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Encl.

GSP:gm

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 180 days, from November 30, 1951 to and including June 30, 1952, within which to complete your contract No. 3429 for construction of Weed and Muscott Bridges on the Little Nestucca Secondary Highway in Tillamook County.

The Highway Commission granted your request for this extension of time subject to the condition that all engineering costs incurred after November 30, 1951 be assessed as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Mason,
Division Engineer

G. S. Paxson,
Bridge Engineer

George Danforth,
Resident Engineer

NOTED ON CARD

1-14-52 jg

RECEIVED
FOR FILING

8-214 (2)

3429

November 27, 1951

Request for extension of time
no. 8
December 20 and 21 meeting

State Highway Commission

Gentlemen:

Re: Neal & Bassett Bridges on the
Little Nestucca Highway
Contract No. 3429
Lindstrom Brothers, Contractor

Herewith application for a second time extension from Lindstrom Brothers, Contractors, for the construction of the Neal and Bassett Bridges on the Little Nestucca Highway in Tillamook County. The contract completion date was September 30, 1951, and the time was previously extended to November 30, 1951. The contractors now request an extension to and including June 30, 1952.

The first time extension was granted because of unusually late high water and because of the shortage of competent help. In our opinion, the previous extension compensated the contractor for all delays from those causes. It is, therefore, recommended that the extension be granted subject to the condition that the contractor be assessed engineering cost after November 30, 1951. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:lb

RECEIVED
NOV
FOR FILING

L 214 (2)

3429

October 24, 1951

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 60 days, from October 1 to and including November 30, 1951, within which to complete your contract No. 3429 for reconstructing the Weed and Muscott Bridges on the Little Nestucca Secondary Highway in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: F. D. Mason,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
2 6 1951
FOR FILING

3-214 (2)

3429

September 24, 1951

Request for extension of time
No. 9
October 11 and 12 meeting.

State Highway Commission

Gentlemen:

Re: Weed and Muscott Bridges
on Little Nestucca Secondary
in Tillamook County,
Lindstrom Bros., Contractor
Contract No. 3429

Herewith a request for an extension of time from Lindstrom Bros., contractor for the construction of the Weed and Muscott Bridges over the Little Nestucca River in Tillamook County, from October 1, to and including November 30, 1951.

Due to the especially heavy rainfall in the spring of 1951, it was not advisable to attempt the construction of these bridges until danger from high water had passed. Traffic is being served by the existing structure, and no serious inconvenience has been caused. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GHP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
FOR FILING

S 214(2)

3429

June 20, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Reed and Muscott Bridges
F.A.P. Oregon S-214(2)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 14 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

dz
cc G. S. Paxson
C. A. Gardner

RECEIVED
1952
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

214(2)

2427

February 23, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S 214(2)
Muscott & Weed
Bridges

Dear Sir:

Enclosed for your files is an executed copy of a project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jon

(Revised 1946)

C[illegible] 230

State Oregon

Federal Aid Secondary Project No. S-214(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of February, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of September, 1949, a program, which was approved on the 8th day of November, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of October, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-five thousand and 00/100 dollars ($45,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 10—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 328+23.5 in the NE 1/4, Section 25, T. 5 S., R. 10 W., W.M., and survey station 412+62.83 in the SW 1/4, Section 29, T. 5 S., R. 9 W., W.M., except Stations 330+06.5 to 409+60.0, length 0.092 miles, in Tillamook County, being Oregon Federal Aid / Secondary project No. S-214(2), consisting of 0.000 miles of roadway and two bridges, each of more than 20 feet clear span, 0.092 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

forty-five thousand and 00/100

dollars ($45,000.00), which does not exceed the authorized Federal pro rata share of

eighty-six thousand, six hundred forty-one and 50/100

dollars ($86,641.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

RECEIVED
[illegible] 19 1951
FOR FILING

[illegible]

8429

January 18, 1951

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies as basis for project agreement for the Muscott and Weed Bridges, Project No. S-214 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMH:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-214 (2)

MUSCOTT AND WEED BRIDGES ON THE LITTLE NESTUCCA HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 12, 1951

Type Code X032
Muscott Bridge (Sta. 328+23.50 to 330+06.50)

All Required		Shoring, Cribbing, Etc.		$ 3,500.00
190	cu. yds.	Excavation	$ 8.00	1,520.00
10	cu. yds.	Excavation Below Elevations Shown	12.00	120.00
175	cu. yds.	Class "A" Concrete	58.00	10,150.00
31,000	lbs.	Metal Reinforcement	0.11	3,410.00
9,500	lbs.	Structural Steel	0.21	1,995.00
All Required		Move and Erect Truss Span		9,000.00
All Required		Remove Old Bridge		2,500.00
				$32,195.00

Type Code X032
Weed Bridge (Sta. 409+60.0 to 412+62.83)

All Required		Shoring, Cribbing, Etc.		$ 3,500.00
230	cu. yds.	Excavation	8.00	1,840.00
10	cu. yds.	Excavation Below Elevations Shown	12.00	120.00
320	cu. yds.	Class "A" Concrete	60.00	19,200.00
55,000	lbs.	Metal Reinforcement	0.11	6,050.00
16,000	lbs.	Structural Steel	0.21	3,360.00
All Required		Move and Erect Truss Span		10,000.00
All Required		Remove Old Bridge		2,500.00
				$46,570.00

Subtotal	$78,765.00
10% Engr. & Cont.	7,876.50
Total	$86,641.50

Length- - - - - - - - - - - - - 0.092 mile

Federal Secondary Funds- -	$45,000.00
State Funds- -	41,641.50
	$86,641.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 11, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Muscott and Weed Bridges, Project No. S-214 (2).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JMS:md

Oregon State Highway Department

Federal Aid Secondary
Project No. S-214 (2)

MUSCOTT AND WEED BRIDGES ON THE LITTLE NESTUCCA HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 11, 1950

Type Code X032
Muscott Bridge (Sta. 328+23.5 to 330+06.50)

All Required	Shoring, Cribbing, Etc.	$	$ 2,000.00
190 cu. yds.	Excavation	5.00	950.00
10 cu. yds.	Excavation below Elevations Shown	7.50	75.00
175 cu. yds.	Class "A" Concrete	60.00	10,500.00
31,000 lbs.	Metal Reinforcement	0.11	3,410.00
9,500 lbs.	Structural Steel	0.20	1,900.00
All Required	Move and Erect Truss Span		11,400.00
All Required	Remove Old Bridge		500.00
			$30,735.00

Type Code X032
Weed Bridge (Sta. 409+60.0 to 412+62.33)

All Required	Shoring, Cribbing, Etc.	$	$ 2,500.00
230 cu. yds.	Excavation	5.00	1,150.00
10 cu. yds.	Excavation Below Elevations Shown	7.50	75.00
320 cu. yds.	Class "A" Concrete	60.00	19,200.00
55,000 lbs.	Metal Reinforcement	0.11	6,050.00
16,000 lbs.	Structural Steel	0.20	3,200.00
All Required	Move and Erect Truss Span		14,600.00
All Required	Remove Old Bridge		500.00
			$47,275.00

Subtotal	$78,010.00
10% Engr. & Cont.	7,801.00
Total	$85,811.00

Length 0.092 mile

Federal Secondary Funds- -	$45,000.00
State Funds- -	40,811.00
	$85,811.00

MUSCOTT AND WEED BRIDGE

PROJECT NO. S-214 (2)

While negotiations for rights of way are in progress two parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way or rights of entry can be made fully available within 21 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 11, 1950

RECEIVED
[illegible] 1950
FOR FILING

1-214(2)

3429

December 19, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3429, covering Weed and Muscott Bridges on the Little Nestucca Highway in Tillamook County, awarded November 9, 1950.

Contract No. 3438, for structure, grading and paving on the Payette (Snake River) Section on the Old Oregon Trail in Malheur County, awarded November 15, 1950.

We are also sending fully executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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NOV 13 1950
FOR FILING

8214(2)

3429

November 13, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission on November 9th awarded you Contract No. 3429 for construction of the Weed and Muscott bridges on the Nestucca Highway in Tillamook County. This award was based on your low bid of $78,765 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - S. H. Probert
G. S. Paxson

RECEIVED
1950
FOR FILING

S214(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 19, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-214(2) Weed and Muscott Bridges, to Lindstrom Bros., Inc. Portland, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT

S-214(2)

2429

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 2, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise you that Oregon Project No. S-214(2) involving construction of two bridges on the Little Nestucca River, is considered justified as to essentiality and has been transferred from category (b) to category (a), as requested in your letter of October 10, 1950.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 31, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon S-214(2), Muscott and Weed Bridges on Little Nestucca River, in Tillamook County.

Very truly yours,

W. H. Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
1950
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-214-(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 19, 1950

NOTED
W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. S-214(2), Muscott and Weed Bridges (Little Nestucca River) Little Nestucca Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights-of-entry have been acquired.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

[illegible]
10-26-50

[illegible]

FOR FILING

S-214(2)

October 11, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Muscott and Weed Bridges, Project No. S-214 (2).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JMh:md

RECEIVED
FOR FILING

S2-14 (2)

October 10, 1950

Mr. T. N. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to federal-aid secondary project No. S-214 (2), involving the construction of two bridges and 0.30 mile of grading, draining and 2-lane low-type surfacing on Highway FAS-614 (Little Nestucca Highway), which project is Item No. 111 of Oregon's Federal-aid Secondary Program.

In the listing of federal-aid projects remaining to be contracted which was submitted to you on August 4, 1950, this project was included in category (b) as a project which we then thought might not "contribute directly to defense or to civilian requirements essential in the changed international situation."

On further consideration of the conditions involved, we find the need for this project to be so urgent as to warrant its transfer to category (a). We therefore now request such transfer.

The bridges to be constructed are to replace two existing bridges both of which are old, narrow and in such condition that they can no longer be maintained for legal loads. Both are at present posted for a 5-ton load limit.

The road serves an agricultural area and when properly improved will provide an outlet for a large quantity of commercial timber.

Pertinent information relating to the project is as follows:

Length- - - - - - - - - - - - - - - - -	0.30 mile
Cost- - - - - - - - - - - - - - - - - -	$75,000
Number of working days- - - - - - - - -	150

Traffic, 1948 - - - - - - - 26 ADT (23% commercial)
Traffic, Estimated for 1965 39 ADT
Materials - Cement and form lumber (All readily available). Steel trusses are salvaged trusses already on hand.
Labor - - - Carpenters, concrete workers and unskilled labor (All readily available).

Plans for the project are practically completed and it is our desire to have the project cleared for bids to be received at a letting to be held on November 9 and 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

410-1709 [illegible] ([illegible] St.) Section [illegible]
of [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 5, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)
319-1117		
3430	6-final	Roy L. Houck & Son

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22308	R-54948	$ 500.00	Dec. 5, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: to June 30, 1952 with penalty

Completion Date: June 27, 1952

Date Accepted: Aug. 18, 1952

Penalties: An extension of time penalty assessed

Claims: None of record

Remarks:

Date: 12-8-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
HB Glaisyer
by F.Q.

NOTED ON CARD
12-[illegible]

Warrant Mailed:

G.A. Wicklander

RECEIVED
OCT 30 1952
FOR FILING

October 30, 1952

General Casualty Co. of America
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Gentlemen:

State highway contract No. 3430 for grading and paving city streets in Canyonville (5th St.) in Douglas County was completed by the contractor, Roy L. Houck & Son, on June 27, 1952 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $500.00 will be released to the contractor on or after November 10, 1952. The total contract amount is $9,473.38, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington
Attn: Surety Dept.

NOTED ON CARD
KM

RECEIVED
OCT 15 1952
FOR FILING

October 15, 1952

General Casualty Company of America
Huggins Insurance Agency
373 North Church St.
Salem, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Roy L. Houck & Son on contract No. 3430, for grading and paving on the Canyonville (5th Street) City Street Section in Douglas County.

This payment, in the amount of $587.83, will be released to the contractor on or after October 25, 1952. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Dept.

ON CARD

RECEIVED
SEP 9 1952
FOR FILING

September 9, 1952

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 242 days, from October 31, 1951 to June 30, 1952, within which to complete your contract No. 3430 for grading and paving on the Canyonville (5th St.) City Street Section in Douglas County.

The Highway Commission granted your request with the provision that you will be obligated to pay the cost of the maintenance work performed by State forces as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

A. L. Chapman,
Resident Engineer

H. C. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
FOR FILING

August 13, 1952

Request for extension of time
No. 9
August 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Roy L. Houck & Son for an extension of time on Contract No. 3430, Fifth Street Section in Canyonville, from October 31, 1951 to June 30, 1952.

The contractor was repeatedly requested to complete this project by the specified completion date and had placed an oil mat, or binder course, prior to that date. However, he was unable to secure sufficient aggregate for the paving until the spring of 1952. During the winter months it was necessary that the State do some patching on the street in order that the public could be properly serviced, for which our Maintenance department expended $185.27.

I would recommend that the extension be granted with the provision that the contractor be obligated to pay the cost of the maintenance work performed by state forces, which work would not have been necessary had the contract been completed on time.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP lg

3430

NOTED
J. W. CATTRALL

July 17, 1952

Mrs. Laura Goodell
City Recorder
Canyonville, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

This is to advise that Contract No. 3430 with Roy L. Houck and Son for grading and paving on the 5th Street section in the City of Canyonville was completed June 27, 1952, and accepted by the Highway Commission July 10, 1952.

Under the terms of the agreement dated November 10, 1950, the City assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, June 27, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 3rd., 1952 19

Section Canyonville (5th. Street)

Kind of work Grading & Paving

Highway City Street

Section prefix 310-1709

Contractor Roy L. Houck & Son

Contract number 3430

Date of contract Nov. 10, 1950 19

Date of completion Oct. 31, 1951 19

Date work started Aug. 21st., 1951 19

Estimated date of completion June 30, 1952 19

Amount of contract $ 9,860.00

Per cent of time elapsed 100 ✓ %

Estimated cost of completed project, exclusive of engineering $ 10,309.97

Per cent of contract completed, based on total contract price 90.64 %

Engineering cost to date $ 498.44 , 4.83 %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed both lifts af asphaltic concrete on entire project this week, approach roads excepted.

Party ran line for paving.

NOTED
H. G. SMITH

RECEIVED
MAY 5 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

Signed

Address Canyonville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.20	0.20			0.20
Miles partially completed	----	----			----
Miles completed	0.20	0.20			0.20
Total estimated quantities	820	930			620
Estimated quantities moved or placed to date	820	800			530
Average daily quantities Past Week	---	---			265
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Paver 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Overcast		
Tuesday	Overcast		
Wednesday	Rain		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

3430

NOTED
J. W. CATTRALL

1-24-51

MEMO TO FILES

SUBJECT: Canyonville 1950 Special City Allotment Project

Contacted Mrs. Pietzold, Mayor of Canyonville, regarding the city's plan of expenditure for S.T.S.F., second half, 1950. During the conversation, Mrs. Pietzold brought up the matter of the Special City Allotment project ~~to be contracted~~ on 5th Street in Canyonville. It appears that the city has signed a franchise with the power company which provides that the city shall pay for any power poles which must be moved as a result of a revision in a city street. As a result, the city is confronted with an expenditure of approximately $1,400 to remove poles in connection with the 5th Street project. The financial status of the city is such that they were only recently able to re-establish their credit to the extent which would permit use of gasoline credit cards which had been picked up by the gasoline company at an earlier date.

Mrs. Pietzold admits the city's obligation in the matter but has requested that the project be revised, if at all possible, so that the poles will not have to be moved. I discussed this matter with Mr. Lytle on January 24, and he stated that the Resident Engineer on the job has proposed a revised line which, if approved, would not require movement of power poles. Mr. Lytle said he was forwarding a sketch to the Construction Engineer with the request that the revised line be approved if it could be worked out to the satisfaction of the contractor, the city, and the state.

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM

RECEIVED

FOR FILING

310-1709

3430

December 19, 1950

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3424, covering grading, paving and structures on the Canyonville Section of the Pacific Highway in Douglas County, awarded November 9, 1950.

Contract No. 3430, for grading and pvaing on the Canyonville (5th Street) Section in Douglas County, awarded November 10, 1950.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED

FOR FILING

310-17

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1950

2276

SUBJECT: Assignment No. 2276

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Enclosed are three copies of an agreement covering the Special City Allotment project on 5th Street in Canyonville. Two copies of this agreement have been executed by the proper city officials and are now ready for presentation to the Commission.

This project was approved by the Highway Commission as a 1950 Special City Allotment project on May 26, 1950.

This completes Assignment No. 2276.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

May 26, 1950 ~~Minute~~ Page 16864

ASSIGNMENT

October 30, 1950

No. [illegible]
By _

Description: [illegible] Mr. Devers' letter of October 30 and three copies of agreement between State and City of Canyonville involving expenditure of a portion of $250,000 special State Tax Street Fund

Acknowledged by _ _ _ _ _ Referred to _ _ _ Cattrell ✓ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ signature
_ _

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks: For City execution and return.

WCW

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
First Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Williams:

I have approved the attached three copies of an agreement between the State and the City of Canyonville involving the expenditure of a portion of the $250,000 amount made available by the legislature for use on city streets damaged by reason of sudden increase in population or unusual wear.

I call your attention now, as I did on the phone today, to the apparent inconsistency where on page 2 it was said that the State is to pay the entire cost of the project up to $15,000, and then it was said that the estimated cost is only $8,600. This is a rather awkward way of expressing the obligation and if it arises again, I think we should correct it because of its awkwardness.

Yours truly,

J M Devers
J. M. DEVERS

JMD:MRS

Enc.

[illegible]
W. C. [illegible]
FOR [illegible]

3130

November 15, 1950

NOTED
J. W. CATTRALL

Laura Goodell
City Recorder
Canyonville, Oregon

Dear Madam:

The Highway Commission at its meeting on November 10 awarded a contract to Roy L. Houck & Son for the grading and paving of the 5th Street section in Canyonville in connection with the $250,000 city allotment project. Work to be done under this contract is to be completed not later than October 31, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

3430

Salem, Oregon
November 15, 1950

Mr. S. H. Probert
Office Engineer

Mr. K. D. Lytle
Division Engineer

NOTED
J. W. CATTRALL

Attached is one unexecuted copy of an agreement covering the improvement of the 5th Street section in the City of Canyonville in connection with the $250,000 city allotment project.

Distribution of copies of this agreement is as follows:

City of Canyonville	1
Secretary, Highway Commission	1
County and City Relations Department	1
Division No. 3	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

RECEIVED
NOV 14 1950
FOR FILING

November 14, 1950

Laura Goodell, City Recorder
City Hall
Canyonville, Oregon

Dear Madam:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Canyonville covering the improvement of Fifth Street from Oak Street to the west city limits, a distance of 0.20 mile, in connection with the $250,000 city allotment project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
NOV 13 1950
FOR FILING

310-1117

3430

November 13, 1950

Roy L. Houck & Son
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3430 for grading and paving on the Canyonville (5th Street) Section in Douglas County. This award was based on your low bid of $9,866.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

30

ED
ATTRALL

October 30, 1950

NOTED
J. W. CATTRALL

Laura Goodell
City Recorder
Canyonville, Oregon

Dear Madam:

The State Highway Commission plans to call for bids on the Canyonville Section of the Pacific Highway and on the Special City Allotment Project on Fifth Street in the City of Canyonville.

In connection with the Canyonville Section, standard forms of a grade and an encroachment resolution are required to be adopted by the City. The grade resolution establishes the new grades on that portion of the project traversing city streets. The encroachment resolution guarantees that the City will permit no encroachments which will permanently interfere with the free and convenient flow of traffic. Three copies of the grade resolution and eight copies of the encroachment resolution are enclosed. After adoption by the City Council, please return two copies of the grade resolution and seven copies of the encroachment resolution, signed by the Mayor and City Recorder, to this office.

In connection with the Special City Allotment Project on Fifth Street, there are enclosed two copies of an agreement covering this project. You will note that the agreement provides that the State shall pay all costs up to $15,000 with the City obligated for anything over $15,000. As the estimated total cost of this project is $8,600, it is not likely that the City will be required to expend any funds on this project. The agreement is so worded to comply with the $15,000 limit for any city in any one year placed by the Highway Commission in administering the fund. Please return both copies of this agreement, signed by the Mayor and City Recorder and attested by a third party, to this office. After signature by the Highway Commission, a duly executed copy will be returned for the City's records.

In order that the awarding of a contract for these projects will not be held up, it will be appreciated if the signed resolutions and agreement could be returned not later than November 3, 1950.

Also enclosed for the City's information and records is a set of the plans for the Canyonville Section upon which the grades described in the grade resolution are shown in colors (sheets 4 and 5), and a copy of the plan and proposal for the Special City Allotment Project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

[illegible]

CITY OF CANYONVILLE

CANYONVILLE, OREGON

April 8th 1950.

Mr Harold C. Ayers
Field Engineer
County and City Relations
Oregon State Highway Commission ;

Dear Sir;
The change in street repairs from 5th to Ist was not made at a Council Meeting, therefore I have put down the date that the Resolution was approved orignally. I do hope I have did the correct thing. If not please send it back and I will have the Council approve agaim.

Sincerely

Laura Goodell
mrs laura goodell
city recorder

RECEIVED
APR 10 1950
ENGINEER
COUNTY & CITY RELATIONS

Form cc-50
Special City Allotment

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Canyonville is an incorporated city of the State of Oregon, and has a population of [illegible], as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, Canyonville
Fifth Street known as Riddle road.
from Main street to the city limit.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Fifth street known as Riddle road
from Main street to the city limit

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Canyonville does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 21 day of June, 1949.

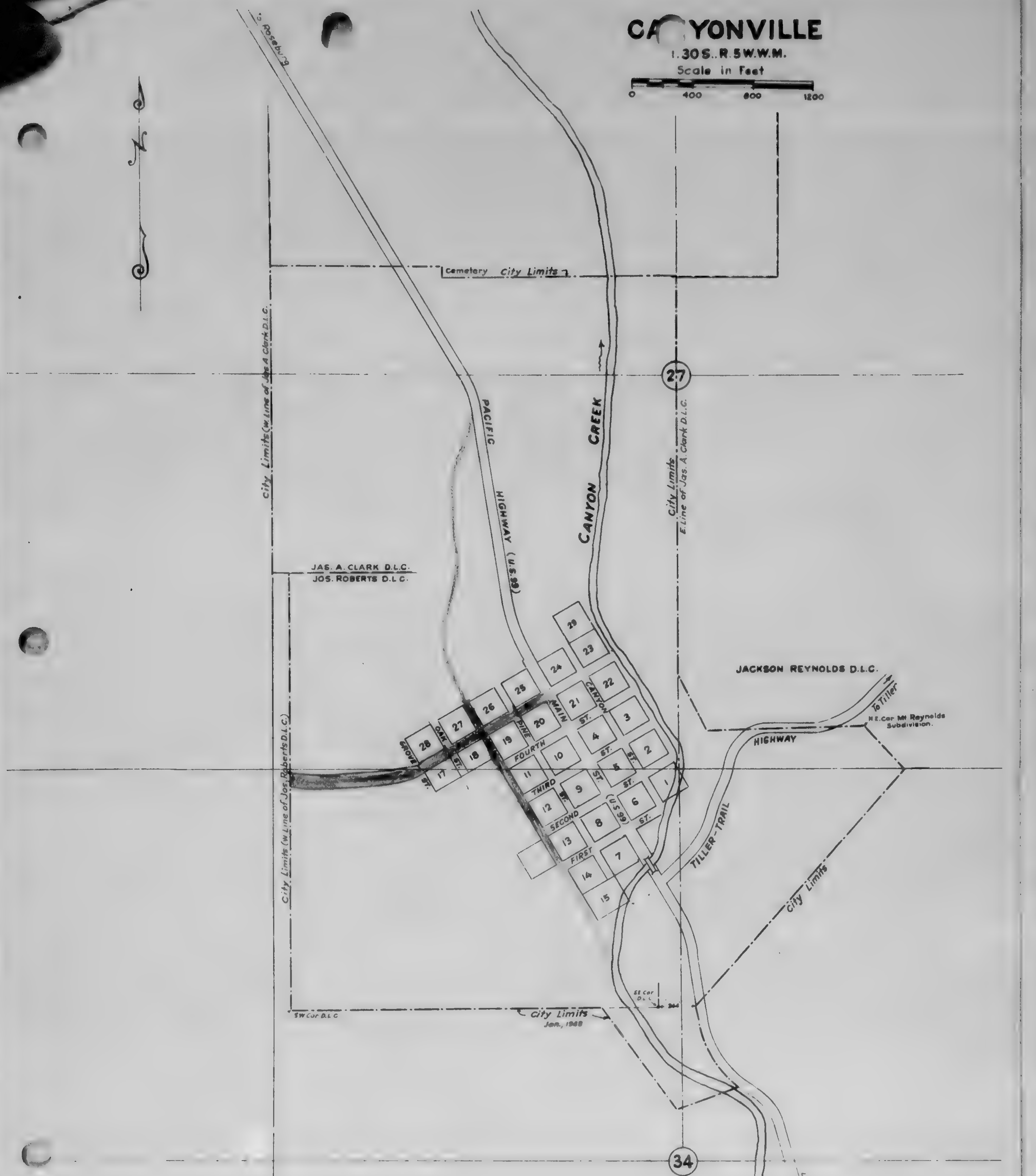
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canyonville at a regular ~~or special~~ meeting of said council, held on the 21 day of June, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of April, 1950.

Laura Goodell
City Recorder

CA YONVILLE
T.30S..R.5W.W.M.
Scale in Feet
0
400
800
1200
N
To Glendale
Cemetery
City Limits
27
PACIFIC
HIGHWAY (U.S.99)
CANYON CREEK
City Limits
E. Line of Jas. A Clark D.L.C.
City Limits (W. Line of Jas. A Clark D.L.C.)
JAS. A. CLARK D.L.C.
JOS. ROBERTS D.L.C.
City Limits (W. Line of Jos. Roberts D.L.C.)
JACKSON REYNOLDS D.L.C.
To Tiller
N.E. Cor Mt Reynolds Subdivision.
HIGHWAY
TILLER-TRAIL
City Limits
GROVE
OAK
ST.
PINE
MAIN
CANYON
ST.
FOURTH
THIRD
SECOND
FIRST
ST.
(U.S.99)
1
2
3
4
5
6
7
8
9
10
11
12
13
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17
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27
28
29
SE Cor D.L.C.
SW Cor D.L.C.
City Limits
Jan., 1948
34
U.S. 99 To Riddle

Sec 2.

Canyonville
5th from
Oak to West City limit

.00608
4
.02432

5280
.22
10560
10560
1161.60

1162
22
2324
2324
25564 □'
.02432
621.71
63
684

700 ton 10.00 $7000.00

Prep of base	0.22mi	@1000.	220.00
Binder Course	5 ton	50.00	250.00
Rock in feeder Course and shoulders	350 cyd.	4.00	1400.00
Asphaltic Concrete	700 ton	~~11.00~~	5600 ~~7700.~~
			$9570.00
			957
			300
			$10,827.00

$11,000.00

Canyonville

Preliminary Estimate

Fifth Street from Main St (Highway 99) to Westerly City limits a distance of 0.34 miles.
(From Main Street to Oak Street "temporary" use O-11)
(balance of use B-2. 22' in width)

Grade & shape street	all	lump	350.00
2"-0 in base	1000 Cyds	3.00	3000.00
3/4"-0 in base shoulders	350 Cyd	4.00	1400.00
Prep of base	0.34 mile	1000.	340.00
Furnish & place aggregate	322 Cyds	6.00	1932.00
Furnish & place [illegible]	55 tons	60.00	3300.00
ac.	700 tons		
			11,540.00
			1154.00
			350.00
			$13,044.00

Void

~~see new application~~

Void

see A.C. schedule

[illegible] White River Bridge Section [illegible]
Mt. Hood Highway.

[illegible]

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1952

(CONTRACT NO.) 3431	(EST. NO.)	(CONTRACTOR)	
3431	6-final	E. C. Hall Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2479	E-34711	$ 4,567.79	2/20/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: None

Completion Date: Oct. 29, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

2-27-52

RECEIVED
JAN 7 1952
FOR FILING

14

3431

January 4, 1952

Seaboard Surety Company
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State highway contract No. 3431 for work performed on the White River Bridge Section of the Mt. Hood Highway in Hood River County was completed by the contractor, E. C. Hall Co., on October 29, 1951 and was formally accepted by the Highway Commission on December 28, 1951.

Final payment in the amount of $4,567.79 will be released to the contractor on or after January 14, 1952. The total contract amount is $52,896.11, of which amount $258.83 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

1-4-52

Form E-1—10M—4-51

14-1010

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 3, 1951

Section White River Bridge Section

Kind of work Bridge, Grading & Oil Mat Surface

Highway Mt. Hood

Section prefix 14-1010

Contractor E.C. Hall Co.

Contract number 3431

Date of contract November 10, 1950

Date of completion October 31, 1951

Date work started June 19, 1951

Estimated date of completion October 31, 1951

Amount of contract $56,633.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $57,133.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $1,600.00, 36%

Date project was completed [illegible], 19[illegible]

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project and office force turned in semi-final data on the grading portion of the contract to the divisional office Wednesday, October 31, 1951.

NOTED

RECEIVED
NOV 5 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed James Don
James Don, Res. Eng'r.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31		0.31	
Miles partially completed					
Miles completed	0.31	0.31			
Total estimated quantities	6,000 C.Y.	386 C.Y.			
Estimated quantities moved or placed to date	6,000 C.Y.	386 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 48418

RECEIVED
FOR FILING

14-1010

3431

June 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: White River Bridge Section
Contract 3431, State Project

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 18 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. B. Stiffler
Assistant State Highway Engineer

Attached

ds
cc G. S. Paxson
C. A. Gardner

RECEIVED
JUN [illegible] 1951
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Authority to Commence Construction of the White River Bridge at M.P. 62.73 on the Mt. Hood Loop Highway

Dear Sir:

Your application No. 101, subject project, dated June 11, 1951 was received by this office on June 15, 1951.

The project is considered essential because the existing timber span has deteriorated to such an extent that it will not handle traffic loads safely. It is not practicable to repair or rebuild it.

The quantity of steel required includes 3.4 tons of corrugated metal pipe and 41 tons of reinforcing steel; a total of 44.4 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By

C. G. Polk
C. G. POLK
Acting District Engineer

cc.
Peterson
Probert

RECEIVED

FOR FILING

14-1010

2431

June 13, 1951

Mr. C. G. Polk, Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith is Form NPAF-24, our application for authority to commence construction on the White River Bridge project on the Mt. Hood Loop Highway in Hood River County, Oregon.

The contract for the work on the White River Bridge Section was awarded to E. C. Hall Company, Portland, Oregon, on November 10, 1950. Due to the fact that the highway was covered with snow during the winter months the contractor has not done any work on the project. Conditions on the highway now are such that the contractor can start work on the project. Inasmuch as the construction of the reinforced concrete bridge involved will require reinforcing steel in excess of the 25-ton limit set up by N.P.A. Order M-4 we cannot start work on the project until we have your approval.

The new structure is to replace an existing timber structure that has been in service for some 23 years. The condition of the old structure is such that it is not physically nor economically possible to repair it to handle present-day traffic loads and our only answer is to replace it with new permanent-type construction. We ask your favorable consideration of this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG:gs
cc G S Paxson

RECEIVED
DEC 21 1950
FOR FILING

14-1010

34[illegible]

December 19, 1950

E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith, for your records and files, two executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3426, covering construction of the Greenleaf Creek Bridge on the Siuslaw Highway in Lane County, awarded November 9, 1950.

Contract No. 3431, covering structure, grading and surfacing on the White River Bridge Section on the Mt. Hood Highway in Hood River County, awarded November 10, 1950.

We are also sending fully executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
[illegible] 1950
FOR FILING

14-11 10

3431

August 4, 1950

Oregon State Highway Commission

Gentlemen:

On your recent inspection trip to eastern Oregon your attention was directed to the need of reconstructing the existing bridge across White River on the Mount Hood Loop Highway. The existing wooden structure has decayed to the extent that replacement is necessary, and in the replacement the grade line should be raised about eight feet at the bridge site in order to permit the passage of large rolling boulders. These large rolling boulders now block the stream whenever excessive runoffs occur, and heavy maintenance expenditures are required to reopen the channel and repair damage done to the highway by reason of the river's overflowing the roadbed.

The estimated cost of the structure and necessary approaches is $75,000, and it is recommended that this project be approved for early letting as a state project. The approved amount in the present program is $34,000.

This matter will be placed on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. M. H. Hawke
WCW:me bl

EIVED
APR 10 1950
FOR FILING

April 7, 1950

Oregon State Highway Commission

Gentlemen:

In the approved 1950 budget there is an item for "State Construction Projects to be Selected." in the amount of $289,000.

We ask your approval for the construction of a new bridge across White River on the Mt. Hood Highway, estimated to cost $34,000, to be charged to this item.

As stated above, this project is included in the 1950 budget, and no additional project authorization is required.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. S. H. Probert
Mr. M. M. Hawke

IVED
10 49
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 7, 1950

deleted pending
determination of correct
estimated cost.
34000 is only about
half enough -

AGENDA
July 26

4 a

Oregon State Highway Commission

Gentlemen:

In the approved 1950 budget there is an item for "State Construction Projects to be Selected," in the amount of $249,000.

We ask your approval for the construction of a new bridge across White River on the Mt. Hood Highway, estimated to cost $34,000, to be charged to this item.

As stated above, this project is included in the 1950 budget, and no additional project authorization is required.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

SYC

RECEIVED
NOV 13 1950
FOR FILING

14-1010

3431

November 13, 1950

E. C. Hall Company
12012 S. W. Barbur Blvd.
Portland 1, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3431 for construction of reinforced concrete viaduct and 0.31 miles highway roadbed on the White River Bridge Section of Mt. Hood Highway in Hood River County. This award was based on your low bid of $56,633.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S.H. Probert
G.S. Paxson

19-3307 Lakeview Rock Production Pro- [illegible]
ject on the [illegible] and [illegible]. Palis-
Lakeview Tw. near Lakeview.
43,37

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3432	6-final	Inter-City Sand & Gravel Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2222	R-33882	$ 543.03	Feb. 14, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1951

Time Extensions: None

Completion Date: May 23, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-15-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 18 1952

NOTED ON CARD

RECEIVED
SEP 21 1951
FOR FILING

11-3529

24[illegible]

September 20, 1951

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14
Washington

Gentlemen:

State Highway Contract No. 3432 for rock production on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highway in Lake County was completed by the contractor, Inter City Sand & Gravel Co.,Inc., on May 23 and was formally accepted by the Highway Commission on August 3, 1951.

Final payment in the amount of $543.03 will be made to the contractor on or after October 1, 1951. The total contract amount is $25,515.55, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

Oregon State Highway Commission

Secretary

gl

cc: Mr. Bryant G. DeBar
88 - 10th Street East
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

9-20-51 T(

RECEIVED
FOR FILING

17-8307

3432

August 28, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Inter City Sand & Gravel Co.,Inc. on contract No. 3432, for rock production on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highway in Lake County. This payment, in the amount of $2,078.50, will be made on or after September 7, 1951. The retained percentage is $772.35.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mr. Bryant G. DeBar
88 - 10th Street East
Eugene, Oregon

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 2, 1951

Section Lakeview

Kind of work Rock Production

Highway Fremont & Klamath Falls-Lakeview

Section prefix 19-8307

Contractor Inter City Sand & Gravel Co. Inc.

Contract number 3432

Date of contract November 16, 1950

Date of completion ~~May 23~~ June 30, 1951

Date work started December 7, 1950

Estimated date of completion May 23, 1951

Amount of contract $25,900.00

Per cent of time elapsed 91%

Estimated cost of completed project, exclusive of engineering $27,062.50

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $1860, 86%

Date project was completed May 23, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor continues to crush for cityb of Lakeview. Also cleaning up quarry

Signed V. E. Graue by [illegible]

Address Lakeview,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,450		
Estimated quantities moved or placed to date			10,450		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 4 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
MAY 1951
FOR FILING

19-33-7

May 8, 1951

City Council of Lakeview
Lakeview, Oregon

Gentlemen:

This letter is to confirm approval granted the City of Lakeview to negotiate for and obtain crushed rock from the Inter-City Sand and Gravel Company from its plant operations on the Lakeview Rock Production Project, Contract No. 3432.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

cc Inter-City Sand and Gravel Company
3698 U. S. 99 South
Eugene, Oregon

Mr. W. E. Chandler

EIVED
AY 4 1951
FOR FILING

Salem, Oregon
May 3, 1951

Mr. W. C. Williams

I cleared the City of Lakeview getting rock from Sig Moe. Please confirm it.

R. H. Baldock

RHB:hi

RECEIVED
[illegible] 1950
FOR FILING

[illegible]

3432

December 19, 1950

Inter City Sand & Gravel Co.,Inc.
3698 So. 99
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3432, which was awarded to you on November 10, 1950 by the State Highway Commission, for rock production on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in Lake County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV 13 1950
FOR FILING

19-23[illegible]

3432

November 13, 1950

Inter City Sand & Gravel Company
3698 South 99th
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3432 for rock production on the Fremont, and Klamath Falls-Lakeview Highways near Lakeview in Lake County. This award was based on your low bid of $25,900.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

21-[illegible], Newport Rock Production on the [illegible]
Oregon Coast Highway - Corvallis-
Newport Highway near Newport.
#3433

RECEIVED
FOR FILING

21-8304

[illegible]

OREGON STATE HIGHWAY COMMISSION
(date)
May 16, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3433	4-final	Newport Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8168	B-16037	$ 802.07	May 16, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: June 30, 1951

Time Extensions: None required ✓

Completion Date: Feb. 14, 1951

Date Accepted: April 13, 1951 ✓

Penalties: None of record ✓

Claims: None of record ✓

Remarks:

- -

Date: 5-17-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

FILED ON CARD

Warrant Mailed: A. A. Wicklander

RECEIVED
FOR FILING

R. H. Baldock

May 4th, 1951

FINAL COST ANALYSIS

Contract #3433
Newport Rock Production

Prefix 21-8304
State Highways in Lincoln Co.

Newport Construction Co., Contractor
B. P. Huntley, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in S.P.	2,594.4	Cu. Yd.	$1.99	$2.31	$5,980.84	$5,162.86
½"-¼" " " " "	5,038.5	" "	1.98	2.31	11,615.20	9,976.23
¼"-#10 " " " "	2,868.6	" "	1.97	2.31	6,612.95	5,651.14
Haul Cr. Rock, Pile Measure	32,499.4	Yd. Mi.	0.125	0.102	3,314.93	4,062.43
S.P. Screen Rejects	4,382.9	Cu. Yd.	0.25	0.25	1,095.73	1,095.73
Sales to Lincoln County:						
1¼"-0" Cr. Rock at Plant	1,852	Cu. Yd.	1.50	1.08	2,000.16	2,778.00
2½"-0" " " " "	4,102	" "	1.00	1.08	4,430.16	4,102.00
Haul Crushed Rock	40	" "	0.30	0.30	12.00	12.00
					$35,061.97	$32,840.39

Total Cost	$35,061.97
Gross Revenue	32,840.39
Net Loss	$ 2,221.58

Net Loss Equals 6.8% of Gross Revenue

Newport Rock Production

Detail of Cost

Labor:		
Supervision	$1,665.00	
Labor	10,023.33	
State Industrial Accident Insurance	351.18	
State Unemployment Insurance	379.55	
Social Security	116.88	
		$12,535.94
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$11,361.00	
Hired Trucks, Including Drivers	4,136.58	
Gas, Oil & Grease	1,690.00	
Move In, Freight & Cartage	1,432.17	
Small Tools & Miscellaneous Expense	980.02	
Explosives	1,245.18	
Public Liability & Property Damage Insurance	71.54	
Field Office Expense	480.38	
Home Office & General Overhead	985.21	
Bond	143.95	
		22,526.03
		$35,061.97

Newport Rock Production

Remarks:

This contract required the crushing of 10,000 cu. yds. of rock for maintenance. Stockpiles on state highways in Lincoln County. The project was bid and awarded on November 10th, 1950, work was started on November 29th, and it was completed on February 14th, 1951.

The contractor moved into the specified Iron Mt. quarry and the initial work consisted of stripping an adequate area with a D-8 cat and dozer and the drilling of 95 feet of coyote hole. It was loaded with 6,000 lbs. of powder, and the shot produced sufficient loose rock for the job at a cost of $0.24 per yard. A portable crushing plant, containing a 24" x 36" jaw, 36" Traylor and two 18" x 22" rolls, was set in 8 days' time. The plant operated from January 6th, to February 14th, on the crushed rock for the State project, and the County rock was produced in 9 additional days. During this period the plant operated 300 hours and produced an average of 46 cu. yds. of State rock per hour, and during the period that the County rock was produced, the plant averaged 95 cu. yds. per hour. A 3/4-yard shovel loaded in the quarry, and a Koehring dumptor hauled to the plant. Hired trucks were used on the haul to the stockpiles.

Although the contractor had good equipment and fair production, the bid prices were too low for the large plant to earn a profit on the job. Had he not secured the Lincoln County order for 5,900 yards, his loss would have been much larger.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

May 4th, 1951

FOR FILING

FINAL COST ANALYSIS

Contract #3433
Newport Rock Production

Prefix 21-8304
State Highways in Lincoln Co.

Newport Construction Co., Contractor
B. P. Huntley, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in S.P.	2,594.4	Cu. Yd.	$1.99	$2.31	$5,980.84	$5,162.86
½"-¼" " " " "	5,038.5	" "	1.98	2.31	11,615.20	9,976.23
¼"-#10 " " " "	2,868.6	" "	1.97	2.31	6,612.95	5,651.14
Haul Cr. Rock, Pile Measure	32,499.4	Yd. Mi.	0.125	0.102	3,314.93	4,062.43
S.P. Screen Rejects	4,382.9	Cu. Yd.	0.25	0.25	1,095.73	1,095.73
Sales to Lincoln County:						
1¼"-0" Cr. Rock at Plant	1,852	Cu. Yd.	1.50	1.08	2,000.16	2,778.00
2½"-0" " " " "	4,102	" "	1.00	1.08	4,430.16	4,102.00
Haul Crushed Rock	40	" "	0.30	0.30	12.00	12.00
					$35,061.97	$32,840.39

Total Cost	$35,061.97
Gross Revenue	32,840.39
Net Loss	$ 2,221.58

Net Loss Equals 6.8% of Gross Revenue

NOTED
W. C. WILLIAMS

Newport Rock Production

Detail of Cost

Labor:		
Supervision	$1,665.00	
Labor	10,023.33	
State Industrial Accident Insurance	351.18	
State Unemployment Insurance	379.55	
Social Security	116.88	$12,535.94
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$11,361.00	
Hired Trucks, Including Drivers	4,136.58	
Gas, Oil & Grease	1,690.00	
Move In, Freight & Cartage	1,432.17	
Small Tools & Miscellaneous Expense	980.02	
Explosives	1,245.18	
Public Liability & Property Damage Insurance	71.54	
Field Office Expense	480.38	
Home Office & General Overhead	985.21	
Bond	143.95	22,526.03
		$35,061.97

Newport Rock Production

Remarks:

This contract required the crushing of 10,000 cu. yds. of rock for maintenance. Stockpiles on state highways in Lincoln County. The project was bid and awarded on November 10th, 1950, work was started on November 29th, and it was completed on February 14th, 1951.

The contractor moved into the specified Iron Mt. quarry and the initial work consisted of stripping an adequate area with a D-8 cat and dozer and the drilling of 95 feet of coyote hole. It was loaded with 6,000 lbs. of powder, and the shot produced sufficient loose rock for the job at a cost of $0.24 per yard. A portable crushing plant, containing a 24" x 36" jaw, 36" Trayler and two 18" x 22" rolls, was set in 8 days' time. The plant operated from January 6th, to February 14th, on the crushed rock for the State project, and the County rock was produced in 9 additional days. During this period the plant operated 300 hours and produced an average of 46 cu. yds. of State rock per hour, and during the period that the County rock was produced, the plant averaged 95 cu. yds. per hour. A 3/4-yard shovel loaded in the quarry, and a Koehring dumptor hauled to the plant. Hired trucks were used on the haul to the stockpiles.

Although the contractor had good equipment and fair production, the bid prices were too low for the large plant to earn a profit on the job. Had he not secured the Lincoln County order for 5,900 yards, his loss would have been much larger.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
MAY 3 1951
FOR FILING

[illegible]

3433

May 3, 1951

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3433 for rock production on the Newport Section of the Oregon Coast and Corvallis-Newport Highway in Lincoln County was completed by the contractor, Newport Construction Co., on February 14, 1951 and was formally accepted by the Highway Commission on April 13, 1951.

Final payment in the amount of $802.07 will be released to the contractor on or after May 14, 1951. The total contract amount is $25,948.39, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

[illegible] ON CARD

5-3-51

RECEIVED
FOR FILING
21-9304
34/33

April 18, 1951

Hansen and Rowland, Inc.
Pugot Sound Bank Building
Tacoma, Washington

Attention: Mr. A. Van R. Schermerhorn

Gentlemen:

State Highway Contract 3433, awarded to Newport Construction Company for rock production on the Newport Section in Lincoln County, was completed by the contractor on February 14, 1951 and accepted by the State Highway Commission on April 13, 1951. A total amount earned, according to the semi-final estimate dated February 14, 1951, is $25,924.04.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

H. T. HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS - GENERAL INSURANCE

TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

April 11, 1951.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

3433

Re: Bond No. 56827 - Newport Construction Co. to State of Oregon, State Highway Commission as Contract for rock production Oregon Coast and Corvallis-Newport Highways, Lincoln County, Newport, Oregon.

Gentlemen:

Are you yet able to advise date of acceptance of captioned contract and total amount earned as shown by the final estimate?

This information would be appreciated.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

A. Van R. Schermerhorn

A. Van R. Schermerhorn, Mgr.
Surety Bond Department.

S.F. est 2-14-51 $25,924.04

AVRS:sf

[illegible]

RECEIVED
MAR [illegible] 1951
FOR FILING

21-8304

3433

March 8, 1951

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: Mr. A. Van R. Schermerhorn

Gentlemen:

State Highway Contract No. 3433, awarded to Newport Construction Company for rock production on the Newport Section of the Oregon Coast and Corvallis-Newport highways in Lincoln County, was completed on February 14, 1951, but to date has not been accepted by the Commission. The final estimate is not yet available, but according to the semi-final estimate as of February 14, 1951, a total of $25,924.04 had been earned on this contract.

This is in reply to your letter of March 6 concerning your bond No. 56827.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

13,924.04

March 6, 1951

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

3433

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

RE: Bond No. 56827-Newport Construction Company -to- State of Oregon, State Highway Commission -as- Contract for rock production Oregon Coast and Corvallis-Newport Highways, Lincoln County, Newport, Oregon.

We acknowledge receipt of copy of your letter addressed to Seaboard Surety Company of March 2nd concerning the captioned contract. Will you please advise the date of acceptance of the contract and the total amount earned according to the final estimate.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

[illegible]
[illegible]
2 [illegible]

AVRS:jo

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
MAR
FOR FILING

21-8[illegible]

3433

March 2, 1951

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Newport Construction Company on contract No. 3433, for rock production on the Newport Section of the Oregon Coast and Corvallis-Newport Highways in Lincoln County. This payment, in the amount of $3,767.78, will be made on or after March 12, 1951. The retained percentage is $777.72.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

[illegible] ON CARD
3-2-5[illegible]

Form E-1—5M—1-48

21-[illegible]

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 24, 1951, 19

Section	Newport Rock Production	Kind of work	Rock Production
Highway	Oregon Coast	Section prefix	21-8304
Contractor	Newport Construction Co.	Contract number	3433
Date of Contract	Nov. 10, 1950	Date of completion	June 30, 1951
Date work started	Nov. 28, 1950	Estimated date of completion	19
Amount of contract	$23,922.00	Per cent of time elapsed	41 %

Estimated cost of completed project, exclusive of engineering $25,924.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1480, 76 %

Date project was completed Feb. 14, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

I am sending in the semi-final estimate today.

This is the final report.

RECEIVED

[illegible] ENGINEER

Signed R P Huntley

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date			14,869 C.Y. including rejects		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Rain		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Cloudy		

RECEIVED
DEC 21 1950
FOR FILING

21-83-1

3433

December 19, 1950

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3433, which was awarded to you on November 10, 1950 by the State Highway Commission, for rock production on the Newport Section of the Oregon Coast and Corvallis-Newport Highways in Lincoln County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible]

RECEIVED
NOV 13 1950
FOR FILING

21-8304

3433

November 13, 1950

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3433 for rock production on the Oregon Coast and Corvallis-Newport Highways near Newport, Lincoln County. This award was based on your low bid of $23,922.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

23-[illegible] Lime-Pa[illegible]
Producti[illegible] Project of [illegible]
Oregon Trail 19[illegible]. H. [illegible]

23-8310
3434

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1951

Section Judkins Point - Goshen

Kind of work Grading

Highway Pacific

Section prefix 20-1072

Contractor McNutt Bros.

Contract number 3434

Date of contract March 12, 1951

Date of completion April 30, 1952

Date work started April 9, 1951

Estimated date of completion April 30, 1952

Amount of contract $495,914.00

Per cent of time elapsed 131/415 32 %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . 50 %

Engineering cost to date $15,434.84, 3.1 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

[illegible] and [illegible] Sta. 150 [illegible] Sta. 262. [illegible]

[illegible] 305 and 312.

[illegible] 363.

B[illegible] between Sta. 200 [illegible] 201 + 50.

[illegible] ([illegible]) [illegible] 206.

[illegible] 74.

[illegible]

[illegible] 202, remeasured [illegible]

[illegible] 37, [illegible]

[illegible] 353 [illegible] 362.

[illegible]

NOTED
H. W. LIBBY

RECEIVED
JUL 23 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed [illegible]

Address 2141 [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
E. M. [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.09				
Miles partially completed	4.00				
Miles completed	None				
Total estimated quantities	682,000 cy				
Estimated quantities moved or placed to date	330,000 c y				
Average daily quantities	5,000 cy				
Average daily quantities necessary to complete project on time	1,240 cy				
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	44				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	26					4	30
Men and te~~ams~~ shovels	3						3
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors	11						11

Equipment used during week: Shovels 3, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors 3, Bulldozers 4, Sheep-foot rollers 2, 3 pull wagons, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

State Printing Dept. 41608

RECEIVED
51
FOR FILING

23-83/C

R. H. Baldock

June 28th, 1951

FINAL COST ANALYSIS
Lime-Payette Section
Rock Production

Contract #3434
Contractor - Rush Construction Co.

Prefix 23-8310
Resident Engineer - L. C. Johnson

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	4,354.9	Cu. Yd.	$2.80	$2.68	$11,671.13	$12,193.72
½"-¼" " " " "	4,168.7	" "	2.80	2.68	11,172.12	11,672.36
¼"-#10 " " " "	1,994.8	" "	2.80	2.68	5,346.06	5,585.44
S.P. Haul Adj., Favor of State	3,149.9	Yd. Mi.	0.10			- 314.99
PA #1, Prepare Stockpile Sites	All	All	200.00	76.00	76.00	200.00
					$28,265.31	$29,336.53

Gross Revenue	$29,336.53
Total Cost	28,265.31
Net Profit	$ 1,071.22

Net Profit Equals 3.6% of Gross Revenue

NOTED
State Highway Engineer

Lime-Payette
Rock Production
Contract #3434
Detail of Cost

Labor:		
Labor	$12,336.52	
Labor Insurance	974.59	
		$13,311.11
Equipment Rental & Misc. Supplies:		
Equipment Rentals	$ 6,318.40	
Gas, Oil & Grease	2,945.20	
P.U.C.	125.00	
Bond	178.07	
Explosives & Drill Steel	1,078.59	
Move In, Freight & Cartage	2,383.33	
Lumber	113.45	
Home Office & General Overhead	836.66	
Misc. Supplies	975.50	
		14,954.20
Total Cost		$28,265.31

Lime-Payette
Rock Production
Contract #3434

Breakdown of Crushing Costs

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	10,518	Cu. Yd.	$2,629.50	$0.25
Drill and Shoot	"	" "	3,533.05	0.336
Loak in Pit	"	" "	1,744.53	0.166
Haul to Crusher	"	" "	2,071.05	0.196
Crushing	"	" "	8,306.22	0.79
Haul to Stockpile	"	" "	8,528.10	0.811
Stockpiling	"	" "	1,376.86	0.131
	10,518	Cu. Yd.	$28,189.31	$2.68

Lime-Payette
Rock Production
Contract #3434

Remarks:

This was a "State Project" for crushing and stockpiling 10,750 cu. yds. of rock for maintenance. The contract was bid and awarded November 10th, 1950, work started setting up crushing plant March 5th, 1951, crushing started March 12th, 1951, and completed April 23rd, 1951.

The contractor used quarry site at M.P. 390.75 0.8 mile southwesterly from the Old Oregon Trail Highway.

The contractor used his 3-crusher portable crushing plant with the 25" x 40" jaw crusher and his 32' feeder. Other equipment used consisted of a TD-14 tractor and dozer, one cu. yd. shovel, nine 5 cu. yd. trucks, two pickups, one 315 compressor, one blade and miscellaneous small equipment.

The rock in this quarry was difficult to quarry due to the rock breaking large and required secondary shooting which slowed down production and increased the cost.

The contractor crushed a total of 10,518 cu. yds. of material at this setup in 162 hours crushing time for an average of 65 cu. yds. per hour.

This project was well supervised, good equipment was used, but due to the toughness of the quarry and low bid prices only a small profit was realized.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

RECEIVED
16 1951
FOR FILING

23 92 10

3434

OREGON STATE HIGHWAY COMMISSION
(date)
June 15, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3434	3-final	Rush Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9747	R-17794	$ 873.74	June 15, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1951

Time Extensions: None needed

Completion Date: April 23, 1951

Date Accepted: May 24, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-15-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

6-15-51, JF

RECEIVED
MAY 31 1951
FOR FILING

23-8310

3434

May 29, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3434 for rock production on the Lime-Payette Junction Section of the Old Oregon Trail, in Malheur and Baker Counties, was completed by the contractor, Rush Construction Co., on April 23, 1951 and was formally accepted by the Highway Commission on May 24, 1951.

Final payment in the amount of $873.74 will be made to the contractor on or after June 8, 1951. The total contract amount is $29,336.53, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
MAY 11 1951
FOR FILING

2[illegible]-8310

3434

May 11, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Rush Construction Co. on contract No. 3434, for rock production on the Lime-Payette Junction Section of the Old Oregon Trail, Malheur and Baker Counties. This payment, in the amount of $13,387.14, will be made on or after May 21, 1951. The retained percentage is $880.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible]

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 21, 1951

Section Lime-Payette Junction

Kind of work Rock Production

Highway Old Oregon Trail

Section prefix 13-8310

Contractor Rush Construction Co.

Contract number 3424

Date of contract November 10, 1950

Date of completion June 30, 1951

Date work started March 5, 1951

Estimated date of completion April 25, 1951

Amount of contract $30,100

Per cent of time elapsed 67.6%

Estimated cost of completed project, exclusive of engineering $28,000

Per cent of contract completed, based on total contract price 93%

Engineering cost to date $715.00, 2.4%

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor was crushing gravel until noon on Wednesday of this week when the shaft on screens broke. Then, evidently in disgust at the number of breakdowns, he started removing the plant from the job. There was approximately 1000 cubic yards of gravel yet to be crushed when he moved out. This rock was to go in stockpiles H and I. As it is they are not nearly complete.

157 of 232 days.

NOTED
B. A. MARTIN

Signed L. C.

Address Box 403 Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

E. M. [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			34.80		
Miles partially completed					
Miles completed					
Total estimated quantities			10,750		
Estimated quantities moved or placed to date			[illegible],7[illegible]0		
Average daily quantities			[illegible]5		
Average daily quantities necessary to complete project on time			18		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			24		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ...., 9 Trucks, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
APR 23 1951
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 41608

RECEIVED
DEC 21 1950
FOR FILING

23-8310

3434

December 19, 1950

Rush Construction Co.
302 S. E. 2nd St.
Enterprise
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission:

Contract No. 3434, for rock production on the Lime-Payette Junction Section of the Old Oregon Trail in Malheur and Baker Counties, awarded November 10, 1950.

Contract No. 3436, for rock production on the Union-Miles Bridge Section of the Medical Springs Secondary Highway in Union and Baker Counties, awarded November 10, 1950.

We are also sending fully executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
NOV 13 1950
FOR FILING

23-9310

3434

Rush Construction Company
304 West Main Street
Enterprise, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3434 for rock production on the Lime-Payette Junction Section of the Old Oregon Trail, Malheur and Baker Counties. This award was based on your low bid of $30,100.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

[illegible] Salem Traffic Signals [illegible]
Pine, Liberty & Commercial Sts.

#343

Files

2-1-16

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 5, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3435	7-Final	City Electric, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22743	R-107910	$ 766.60	11/5/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: May 31, 1951

Time Extensions: to Nov. 30, 1951 without penalty

Completion Date: Nov. 14, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 11-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
By Floyd Query
Assistant Secretary

NOTED ON CARD
11-10-54

Warrant Mailed: NOV 10 1954
Ruth Rawlings

RECEIVED
OCT 13 1954
FOR FILING

October 11, 1954

Rhoten, Rhoten & Speerstra
Attorneys At Law
Pioneer Trust Building
Salem, Oregon

Attention: George A. Rhoten

Dear Mr. Rhoten:

This will acknowledge your letter of October 6, transmitting evidence with respect to the settlement of the claim of General Electric Distributing Corporation (formerly General Electric Supply Company) against City Electric, Inc. for services rendered City Electric, Inc. in connection with its contract with the State Highway Commission for installation of traffic signals on the Pacific Highway East in Salem, State Highway Contract No. 3435.

We are accepting the evidence submitted as justification for release of the final payment to City Electric in connection with this job. The Commission's Auditor is being authorized today to release such final payment which is in the amount of $766.60 , and we are asking him to deliver the warrant to you, pursuant to instructions received in a letter from Mr. Fred M. Snider in behalf of City Electric, Inc., dated September 15, 1954.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: C. H. Maison
Floyd Query

Mr. Maison:

We have received satisfactory evidence to the effect that all claims on record against the above mentioned contract have been satisfied. You are accordingly authorized to release the final warrant. Will you please mail it to Rhoten, Rhoten & Speerstra.

NOTED ON CARD

Mr. Query:

I attach Mr. Rhoten's letter and material mentioned therein. Please have Mrs. Lewis record on her card that all claims against this job have been satisfied and that the warrant is to be delivered to Rhoten, Rhoten & Speerstra.

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER

October 6, 1954

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

In response to your letter addressed to City Electric, Inc. dated September 28, 1954, you are being sent herewith the following:

(1) An executed release form showing settlement of the General Electric Distributing Corporation claim in connection with the City Electric, Inc. contract for construction of traffic signals in Salem. General Electric Supply Company changed its name in the interim period to General Electric Distributing Corporation.
(2) An executed stipulation for the dismissal of Circuit Court case No. 39,760. The original is on file with the clerk of the court.
(3) A copy of the order dismissing the action. The original is on file with the clerk of the court.

We trust this information will amount to sufficient evidence in your files showing discharge of the claim. The claim was paid by Phoenix Indemnity Company on a compromise basis.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By

GAR:tw

encs.

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 7 1954
OREGON
STATE HIGHWAY COMMISSION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

AT LAW

NO. 39,760

STATE OF OREGON, ex rel. GENERAL ELECTRIC DISTRIBUTING CORPORATION,

Plaintiff,

vs.

CITY ELECTRIC, INC., a corporation, and PHOENIX INDEMNITY CO., a corporation,

Defendants.

ORDER

On the stipulation of the parties,

IT IS ORDERED that this action, including the demands made by the complaint and the answers, be and it is hereby dismissed with prejudice as settled and with costs to none.

Dated this 17th day of May, 1954.

GEO. R. DUNCAN
Circuit Judge

Geo Rhoten
Defendants

RHOTEN, RHOTEN & SPEERSTRA
PIONEER TRUST BLDG.
SALEM, OREGON

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

AT LAW

NO. 39,700

STATE OF OREGON, ex rel, GENERAL ELECTRIC DISTRIBUTING CORPORATION,

Plaintiff,

vs.

CITY ELECTRIC, INC., a corporation, and PHOENIX INDEMNITY CO., a corporation,

Defendants.

STIPULATION

IT IS STIPULATED that the above entitled action including th demands made by the complaint and the answers be dismissed as settled with prejudice and with costs to none.

Dated this 12 day of May, 1954.

GENERAL ELECTRIC DISTRIBUTING
CORPORATION, Relator,

By: Douglas R. Hay

CITY ELECTRIC, INC., a corporation

By ______________________

PHOENIX INDEMNITY CO., a corporation

By Geo Rhoten

RELEASE

KNOW ALL MEN BY THESE PRESENTS That GENERAL ELECTRIC DISTRIBUTING CORPORATION in consideration of the sum of THIRTEEN THOUSAND TWO HUNDRED FIFTY NINE AND 58/100 ($13,259.58) DOLLARS to it in hand paid by PHOENIX INDEMNITY COMPANY, the receipt of which is hereby acknowledged, does hereby forever release and discharge Phoenix Indemnity Company of and from all liability and responsibility of every kind arising out of or in connection with that certain bond executed about November 10, 1950 in which City Electric, Inc., a corporation, was the principal and Phoenix Indemnity Company was the surety. Said bond is in the penal sum of $21,903.00 and is conditioned among other things upon performance by City Electric, Inc., a corporation, of a contract with the State of Oregon for the installationof traffic signals in the City of Salem, Oregon, and in payment of the obligations in connection therewith.

Payment here recited is by way of compromise settlement upon a doubtful and disputed claim, and Phoenix Indemnity Company has and does deny liability thereon, and this settlement is being made for the purpose of settling the controversy and made upon the consideration that General Electric Distributing Corporation will not hereafter make claim against Phoenix Indemnity Company on account of the bond or any liability incident thereto.

There has heretofore been pending in the Circuit Court of the State of Oregon for Marion County an action entitled, "State of Oregon, ex rel, General Electric Distributing Corporation vs. City Electric, Inc., a corporation, and Phoenix Indemnity Co., a corporation", Clerk's Registry No. 39,760. Said action will be dismissed with prejudice as settled and with costs to none.

IN WITNESS WHEREOF General Electric Distributing Corporation has caused these presents to be subscribed by its proper signatory officers this 13th day of May, 1954.

GENERAL ELECTRIC DISTRIBUTING CORPORATION

By A A Brundage

By W. L. Mc Nall

RECEIVED
SEP 30 1954
FOR FILING

[illegible]
[illegible]

September 28, 1954

City Electric, Inc.
245 Center Street
Salem, Oregon

Attention: Mr. Fred Snider

Gentlemen:

Reply is made to your letter of September 15, 1954, received in this office on September 21st, in which you request that any undisbursed funds owing to you in connection with the highway contracts for installation of traffic signals be delivered to Rhoten, Rhoten & Speerstra, Attorneys, Pioneer Trust Building, Salem. We will be glad to comply with your request when we receive satisfactory evidence to the effect that all claims against you have been satisfied.

The records disclose there is still owing to you the sum of $766.60 in connection with State Highway Contract No. 3435 for installation of traffic signals on the Pacific Highway East in Salem. The records also disclose that there is one unsatisfied claim against this job, being that of the General Electric Supply Corporation for signal materials furnished you in the sum of $15,614.12. This claim may have been paid but we have no knowledge of it in this office, hence we are unable to release the final warrant. After payment has been satisfied please furnish this office with concrete evidence to that effect, and we will then place the voucher in line for payment. The voucher will have to be returned to you before we can send it to the Secretary of State because you neglected to have your signature on the final estimate release notarized. That will be done as soon as we receive information to the effect that the above mentioned claim has been disposed of.

We would like very much to close our books in connection with this project, and will appreciate if you would take care of the matter at an early date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Rhoten, Rhoten & Speerstra
Accounting Dept. (2)
F. Query

September 15, 1954

State Highway Department
Highway Building
Salem, Oregon

Gentlemen:

There is yet in your hands undisbursed funds owing City Electric, Inc. in connection with the contract for the State of Oregon for the installation of traffic signals.

Please deliver the check for the payment of this amount to Rhoten, Rhoten & Speerstra, attorneys, Pioneer Trust Building, Salem, Oregon.

Yours truly,

Fred M [illegible]
FRED SNYDER for
City Electric, Inc.

FS:tw

[illegible]

ANSWERED
[illegible]

[illegible]

RECEIVED
JUN 3 1952
FOR FILING

mo Lewis

May 29, 1952

Moody & Lamkin
Suite 211 Oregon Building
Salem, Oregon

Attention: Mr. Douglas L. May

Gentlemen:

As requested in your three letters dated May 27, we are forwarding by separate mail a certified copy of Contract No. 3389 awarded to City Electric, Inc., for installation of traffic signals in Corvallis, and a certified copy of Contract No. 3435 with City Electric, Inc., for the installation of traffic signals in Salem.

We regret that we cannot send a copy of Contract No. 3250 awarded to Sound Construction Company as we have no copies available in this office outside of our contract file copy.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

[illegible]
5-29-52 gf

MOODY
S. LAMKIN
L. HAY

Moody & Lamkin
ATTORNEYS AT LAW
SUITE 211 OREGON BUILDING
SALEM, OREGON

May 27, 1952

Mr. H. F. Glaisyer, Secretary,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Glaisyer:

On behalf of the General Electric Supply Corporation, it is requested that we be furnished with a certified copy of State Highway Department Contract No. [illegible], under which the traffic signals in the City of Salem, Oregon were installed, together with a certified copy of the bond furnished by Phoenix Indemnity Company by City Electric Inc., principal contractor.

In support of this application, there is attached hereto the affidavit of J. J. [illegible], District Manager of General Electric Supply Corporation.

Very truly yours,

MOODY & LAMKIN,

By Douglas L. Hay
Attorneys for General Electric Supply Corporation.

DLH:s

RECEIVED
MAY 28 1952
OREGON
STATE HIGHWAY COMMISSION

Filing
BY SECRETARY
JK

STATE OF OREGON,)
} ss
County of Marion,)

I, S. S. BRUNDAGE, being first duly sworn, depose and say that I am the District Manager of the General Electric Supply Corporation, and that said General Electric Supply Corporation furnished materials to City Electric Inc., on the installation of traffic signals in the City of Salem, Oregon, under State Highway Department Contract No. 5435: that said City Electric Inc. was the principal contractor on said project, which was operating under a bond issued by Phoenix Indemnity Company, surety: that said City Electric Inc. is indebted to General Electric Supply Corporation in the sum of $15,595.50, the balance due for said materials so furnished, and that this affidavit is made for the purpose of being furnished with a certified copy of said contract and bond.

S S Brundage
District Manager, General Electric
Supply Corporation.

Subscribed and sworn to before me this 23rd day of May, 1952.

Hansen
Notary Public for Oregon.
My Commission expires: Nov. 21, 1954

RECEIVED
DEC 18 1953
FOR FILING

94-1

3435

April 8, 1952

City Electric, Inc.
245 Center Street
Salem, Oregon

Attention: Mr. Fred Snider

Gentlemen:

There has been handed to me by our Accounting Division your letter of April 3, 1952 and the voucher covering final payment to you in connection with State Highway Contract No. 3435 for installing traffic signals in Salem. This voucher is in the amount of $766.60.

You state in your letter that the voucher has not been signed inasmuch as there is a dispute over the amount that you owe the General Electric Supply Corporation for materials furnished for the job, and you request that the warrant covering the final payment be assigned to the General Electric Supply Corporation, to be applied on the balance that you owe them in connection with this job.

Examination of the voucher reveals that you did sign it, and that you also signed the statement attached thereto, although your signature on the statement was not notarized.

As to assigning the amount of the final estimate to General Electric Supply Corporation, I wish to say we will be glad to honor such an assignment if prepared on the Highway Commission's standard form of assignment and, if the assignment is consented to by the surety on the bond without prejudice to the bond. I enclose for your convenience five copies of the assignment form, the original and one copy of which should be returned to this office, both properly executed, together with a letter from the surety giving its consent to the assignment.

I wish to call to your attention your letter of January 4, 1952 in which you asked the State Highway Commission to release no more money owing to you in connection with this job without the consent of George A. or J. Ray Rhoten, attorneys for the surety. I wish also to state that on January 10, 1952, the Commission received a letter from the Phoenix

Indemnity Company requesting that no further monies be paid to you or to your order without prior approval of one of the company's local attorneys, Rhoten, Rhoten and Speerstra.

In the event that the final payment is made in connection with your present wish that the payment be assigned to the General Electric Supply Corporation, then we must have approval of such payment by the above mentioned attorneys before we release the payment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:is
Enc.
cc: C. W. Maison (2)

Mr. Maison: I am returning to you herewith Estimate 7, Final mentioned in the above letter for further handling.

HHG

4-2244

FRED SNIDER
Phone 3-5536

CITY ELECTRIC, Inc.

Electrical Contracting

245 Center Street
SALEM, OREGON

April 3, 1952

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

I am returning the final estimate voucher on contract 3435, Salem Traffic Signals.

This voucher has not been signed as there is a dispute over the amount owing on the materials GE Supply Corporation furnished for the job. I would appreciate it very much if a check could be made out to GE Supply for the amount and applied to the balance owing for this job.

Very truly yours,

Fred M Snider
Fred W. Snider

ANSWERED
H. B. GLAISYER

RECEIVED
FOR FILING

-4-5

Mrs Lewis

January 14, 1952

Mr. C. H. Maison, Manager
Accounting Division

OFFICE

I attach hereto for your information and guidance a copy of a letter dated January 10, 1952 from the Phoenix Indemnity Company and a copy of a letter dated January 4, 1952 from the City Electric, Inc., in which the State Highway Commission is requested to withhold further payments to City Electric, Inc. in connection with its contracts with the State Highway Commission for signal installations until such time as prior approval for such payments has been received from either George A. Rhoten or J. Ray Rhoten, local attorneys, who represent the Phoenix Indemnity Company in connection with these jobs.

Please comply with these requests and make note in your records accordingly.

It is my understanding that there are three contracts, nos. 3435, 3483 and 3501 are affected by these orders, prior contracts having been completed and finalled.

Secretary

HBG:ls
Enc.

NOTED ON CARD

January 14, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. George A. Rhoten

Gentlemen:

This acknowledges receipt of your letter of January 10, 1952 and two enclosures, one being a letter dated January 10, 1952 from Joseph A. Wynne representing the Phoenix Indemnity Company, the other being a letter dated January 4, 1952 from Mr. Fred Snider representing the City Electric, Inc. In these letters, the State Highway Commission is requested to pay no funds to City Electric, Inc. or its order, in connection with State Highway contracts, without prior approval of one of the local attorneys of the Phoenix Indemnity Company, such attorneys in this instance being Messrs. George A. Rhoten and J. Ray Rhoten.

We shall be pleased to comply with these requests and have so instructed our auditor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:lv
cc: Phoenix Indemnity Co.
360 Pine Street Attn: Jos. A. Wynne
San Francisco, California

City Electric, Inc.
245 Center Street
Salem, Oregon

C. H. Maison (2)
F. A. Query

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA

January 10, 1952

Oregon State Highway Department
Salem, Oregon

Attention H. B. Glaisyer

Gentlemen:

Re: Phoenix Indemnity Company-
City Electric, Inc.

Inclosed are the two letters which we discussed over the phone today. One is signed by Mr. Wynne of Phoenix Indemnity Company and the other by Mr. Snider for City Electric.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By

GAR:hc
Inc-2

final warrant mailed 7-14-50
" – 6/9/50
" – 6/20/50
" – 7/21/51
S.F. 8/29/51
SA – 1-8

3209 – Klamath Falls
3219 – Cottage Grove
3225 – [illegible]
3389 – Corvallis
3435 – Salem
3483 – US 30 & US 99E
3501 – Tillamook

Pioneer Trust

final [illegible] 4/28/52

ACKNOWLEDGED
H. B. GLAISYER

January 10, 1952

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer,
Secretary

Gentlemen:

Information has come to us that liability may be claimed against Phoenix Indemnity Company by various creditors of City Electric, Inc., in connection with pending contracts with Oregon State Highway Department.

Because of this condition, kindly consider this as a request by Phoenix Indemnity Company that no funds payable to City Electric, Inc. or its order be disbursed on these contracts without the prior approval of one of the local attorneys for Phoenix Indemnity Company. The local attorneys for Phoenix Indemnity Company in this matter are Geo. A. Rhoten and J. Ray Rhoten.

yours truly,

PHOENIX INDEMNITY COMPANY

By Jos. A. Wynne
Jos. A. Wynne

ACKNOWLEDGED
H. B. GLAISYER
cc of letter to Rhoten

SALEM, OREGON
January 4, 1952

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaiser,
Secretary

Gentlemen:

City Electric, Inc. has certain obligations to the Phoenix Indemnity Company, and in consideration of forebearance with respect to those obligations please consider this as notice to you that you will not, without the prior approval of Geo. A. Rhoten or J. Ray Rhoten, attorneys for Phoenix Indemnity Company, make payment either to City Electric, Inc. or to others on their order of amounts owing or to be owing by the Oregon State Highway Department to City Electric, Inc.

Yours truly,

CITY ELECTRIC, INC.

By Fred Snider
Fred Snider

ACKNOWLEDGED
H. B. GLAISYER

cc [illegible] to Rhoten

RECEIVED
FOR FILING

January 11, 1952

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1952, had under discussion your request for an extension of time of 90 days, from August 31 to and including November 30, 1951, within which to complete your contract No. 3435 for traffic signal installation at Salem on the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Mason,
Division Engineer

L. L. Jensen
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
1-11-52

RECEIVED
DEC 1951
FOR FILING

December 3, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

State Highway Contract No. 3435 covering installation of traffic signals at Salem on the Pacific Highway East in Marion County was completed by the contractor, City Electric, Inc., on November 14, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $766.60 will be released to the contractor after acceptance by the Commission and after outstanding claim has been satisfied and this office advised. The total contract amount is $22,062.00, and no force account work was performed on the project.

There is a claim filed against this project by the General Electric Supply Corp. for materials furnished in the amount of $15,614.12, of which you have been previously advised.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pioneer Trust Co.
109 N. Commercial St.
Salem, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

November 21, 1951

Request for extension of time
No. 3
December 20 and 21 meeting

State Highway Commission

Gentlemen:

Re: Salem Traffic Signals
Contract No. [illegible]
City Electric, Inc.,
Contractor

Herewith copy of a request for a second extension of time from August 31 to and including November 30, 1951, in which to complete the work on the Salem Traffic Signals in Marion County. This contract was previously extended from May 31 to August 31, 1951, without penalty to the contractor.

The previous extension was granted because of nondelivery of material entering into the job. Further delay in the delivery of this material occurred, and it was not until November 14 that all material was on hand and installed. The system was far enough complete, however, so that it was placed in operation on October 7. The contractor did everything that he could to expedite the work, and the delay was in no manner contributable to him.

In view of these facts, it is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:lb

Mrs Lewis

RECEIVED
NOV
FOR FILING

24-7602

3435

October 19, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the General Electric Supply Corporation for materials furnished for the installation of signals in the city of Salem, State Highway Contract No. 3435. The claim is for $15,614.12.

This information is provided inasmuch as your Company appears as surety on the performance bond furnished with the above described contract.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md
Attach.

cc - Pioneer Trust Company
109 North Commercial Street
Salem, Oregon

City Electric, Inc.
245 Center Street
Salem, Oregon

GENERAL (G.E.) ELECTRIC
SUPPLY CORPORATION

300 N.W. 14th Ave.
Portland 8, Ore.

October 11, 1951

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

TO THE STATE OF OREGON

Notice hereby is given that the undersigned General Electric Supply Corporation has a claim for materials furnished in the sum of $15,614.12 against the bond taken from Phoenix Indemnity Company and City Electric, Inc. for the work of purchasing and installing traffic signals in the city of Salem, Oregon under State Highway Contract No. 3435.

GENERAL ELECTRIC SUPPLY CORPORATION

By R. C. Senn
District Auditor

Subscribed and sworn to before me this
16th day of October 1951
Ellen F. Johnson
Notary Public for Oregon
My Commission Expires Sept. 19, 1952

(Notarial Seal)

RCS/elw
cc: H. B. Glaisyer, Secretary
State Highway Commission, Salem, Oregon

Phoenix Indemnity Co.
109 N. Commercial St., Salem, Oregon

encl: statement

ENDORSED:
FILE NO. 3305
FILED OCT. 17, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING

Mr. Lewis

October 19, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of October 17 to which was attached three copies of a claim filed with your office by the General Electric Supply Corporation in the sum of $15,614.12 against City Electric, Inc., for signal materials furnished on State Highway Contract No. 3435, your file No. 3305.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md

[illegible] ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 17, 1951

Mr. [illegible], Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by General Electric Supply Corporation for materials furnished in the amount of $[illegible], against the bond taken from City Electric, Inc. [illegible], and Phoenix Indemnity Company, Surety, for the work of furnishing and installing traffic signals [illegible], Oregon under Highway Contract No. [illegible], [illegible].

We are enclosing [illegible] copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

ETN:[illegible]
Enc.

5-37

COPY For

GENERAL ELECTRIC
SUPPLY CORPORATION

October 16, 1951

Mr. Earl T. Newbry
Secretary of State
State of Oregon
Salem, Oregon

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned General Electric Supply Corporation has a claim for materials furnished in the sum of $15,614.12 against the bond taken from Phoenix Indemnity Company and City Electric, Inc. for the work of purchasing and installing traffic signals in the city of Salem, Oregon under State Highway Contract No. 3435.

GENERAL ELECTRIC SUPPLY CORPORATION

By ______________________
District Auditor

RCS/eiv
cc: H. B. Glaisyer, Secretary
State Highway Commission, Salem, Oregon

Phoenix Indemnity Co.
109 N. Commercial St., Salem, Oregon

RECEIVED
FOR FILING

24 - 1683

3435

August 22, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to City Electric, Inc. on contract No. 3435, for installation of traffic signals at Salem on the Pacific Highway East in Marion County. This payment, in the amount of $1,642.74, will be made on or after September 1, 1951. The retained percentage is $657.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pioneer Trust Co.
109 N. Commercial St.
Salem, Oregon

NOTED ON CARD

RECEIVED

FOR FILING

24-16-1

34 [illegible]

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Attached is City of Salem Warrant A16495 dated July 31 in the amount of $27,500. This warrant represents the city's advance deposit on a proposed traffic light installation in the city of salem covered by an agreement executed by the city and to be presented to the Highway Commission at its August 3 meeting.

To acc dw
8-2

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

RECEIVED
JUL 1 1951
FOR FILING

3455

Salem, Oregon
July 12,1951

Extension of Time

Mr. S. H. Probert

Mr. G. S. Paxson

At its meeting on June 18, 1951 the State Highway Commission approved the following extension of time:

Contract No. 3435, City Electric,Inc., covering installation of traffic signals at Salem on the Pacific East Highway, Marion County, extended from May 31 to August 31, 1951 without penalty.

Secretary

[illegible]

cc: M. H. Hawke
H. O. Smith
C. A. Gardner

7-12-51 ajl

RECEIVED
[illegible]
FOR FILING

3435

July 12, 1951

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 18, 1951, had under discussion your request for an extension of time of 92 days, from May 31 to August 31, 1951, within which to complete your contract No. 3435 covering installation of traffic signals at Salem on the Pacific East Highway, Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

[illegible]

RECEIVED
JUN 1 - 1951
FOR FILING

3435

May 31, 1951

Request for extension of time
No. 1
July 16 and 17 meeting.

State Highway Commission

Gentlemen:

Re: Salem Traffic Signals
Contract No. 3435
City Electric, Inc.,
Contractor

Herewith copy of an application from City Electric, Inc., contractor for the Salem Traffic Signals, requesting an extension of time from May 31, 1951 to and including August 31, 1951, for the completion of the work on this contract. The contractor is proceeding with his work as rapidly as he can obtain the materials. The delay has been through no fault of his.

In view of this fact it is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
DEC 21 1950
FOR FILING

24-16[illegible]3

3435

December 19, 1950

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3435, which was awarded to you on November 10, 1950 by the State Highway Commission, covering Salem Traffic Signals on the Pacific Highway East, in Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

corded [illegible]

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NOV 13 1950
FOR FILING

24-1602

3435

November 13, 1950

City Electric, Inc.
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3435 for the furnishing and erecting of automatic traffic signals at nine intersections in Salem. This award was based on your low bid of $21,903.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

RECEIVED
FOR FILING
FORM E-80 25M 6-49 32802

24-16.3

3425

2141
2201

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1950

SUBJECT: Assignment No. 2201

To: Mr. W. C. Williams
OFFICE

Attached is a letter dated November 7, 1950, from the Portland General Electric Company granting permission for the installation of control circuits on the power company's poles relative to the traffic light installations in the city of Salem. It is suggested that you turn this letter over to Mr. Glaisyer for filing with the original agreement between the Highway Commission and the city of Salem.

This completes Assignment No. 2201.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange

Robert H. Prange
Office Engineer

RHP:MM
Att.

PORTLAND GENERAL ELECTRIC COMPANY

WILLAMETTE VALLEY DIVISION
136 S. High Street
P. O. Box 510
Salem, Oregon

November 7, 1950

Mr. John Cattrell
State Highway Department
Salem, Oregon

Dear Mr. Cattrell:

I received a call this morning from Mr. Travis of our Engineering Department, asking me to write you relative to the installation of a control circuit for traffic signal installations which you are considering.

My understanding is that the cost of operation of these traffic signals is to be borne by the City of Salem and under our existing street light and signal system agreement. We have arranged with Mr. Franzen for the installation of the control circuits on our poles as per contract.

If you need anything further relative to this installation, I would appreciate your calling me at 3-7211.

Very sincerely yours,

F. G. Starrett

Fred G. Starrett
Division Manager

FGS:mec

Cc Mr. Franzen
Mr. Travis

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 11, 1950
Salem, Oregon

SUBJECT: Salem Signals
ASSIGNMENT: WCW2147

To: Mr. W. C. Williams

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Following up on our conversation on the above indicated subject and with regard our revised time schedule, I believe it is your intent now to place the matter on the agenda for consideration of the Commission at meeting come September 28-29.

Reviewing very briefly and notwithstanding our inter-office letter to Mr. Devers under date of September 5, 1950, I believe the decision has been to signalize the following intersections on this unit of work:

Commercial and Boice
Commercial and Hoyt
Commercial and Oxford
Commercial and Myers
Liberty and Myers
Liberty and Owens
Commercial and Mission
Liberty and Mission
Portland Road and Pine

The total estimated cost for signalization at the above nine intersections is $26,500 which is, in accord with our past policy, to be shared 50-50 State and City.

25,000

FB Crandall
F. B. Crandall
Traffic Engineer

FBC:brs
Attachment

Williams –

Has any thought been given to RRxing Flashing Light signal @ Summer & Union Sts –

We now have a signal (RR) @ Capitol & Union –

R.L. Hard
9/22/50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ASSIGNMENT

August 8, 1950

No. 2147 wew

By ___

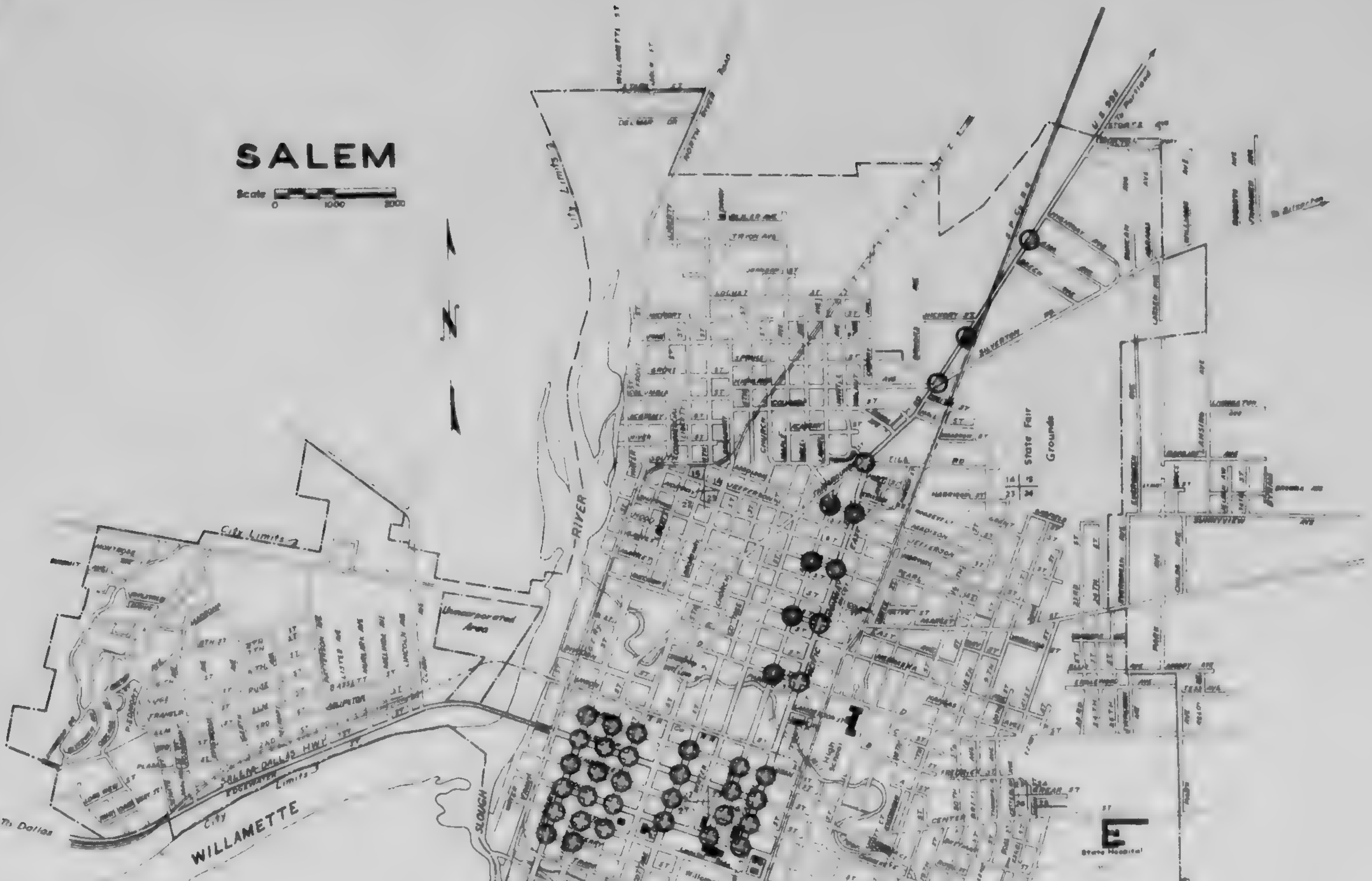
Description: **Agreement - City of Salem - traffic signals**

Acknowledged by _____ Referred to **Al Head** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 10-13-50 me Report received ________

Remarks: **For checking.**


SALEM
Scale 0 1000 2000
N
WILLAMETTE
RIVER
City Limits
Unincorporated Area
To Dallas
To Portland
State Fair Grounds
State Hospital
Willamette University
Bush's Pasture
Shelton Ditch
Linn Road
Slough

○ Existing signals

● Proposed south section signals

○ Additional signals required

RECEIVED
NOV 9 - 1950
FOR FILING

FORM E-30X 15M 1-49 29024

24-16

3935

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1950

SUBJECT:

To:

Mr. G. S. Paxson
Bridge Engineer

Mr. F. B. Crandall
Traffic Engineer

Attached hereto is the unexecuted copy of a traffic light agreement between the State Highway Commission and the city of Salem. You will note under paragraph 3, "THINGS TO BE DONE BY THE CITY", that the city is to obtain a permit to attach control cables to public utilities poles. Such a permit was received by letter from the Portland General Electric Company and is on file with the original copy of this agreement.

Distribution of copies of this agreement is as follows:

City of Salem	1
Secretary, Highway Commission	1
Bridge Department	1
County and City Relations	1
Traffic Department	1

John W. Cattrall
Engineer, County and City Relations

By: Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 25, 1950

C. WILLIAMS

Alfred Mundt, City Recorder
City Hall
Salem, Oregon

Dear Mr. Mundt:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Salem relative to the installation and maintenance of traffic control signals on certain streets in the City of Salem.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

cc - J. M. Devers
W. C. Williams

P.S. The original of this agreement has been retained in this office for the Commission's files.

HBGlaisyer

EIVED

FOR FILING

FORM E-30X 15M 5-49 31906

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1950

SUBJECT: Plans, Specifications, Material List
Salem Traffic Signals
Portland Road, Commercial & Liberty Streets

To: Mr. G. S. Paxson

Attention: W. A. Reeves

NOTED
W. C. WILLIAMS

I am handing you herewith our plans, T.E.D. Drawings 1500, 1456, 1459, 1501, 1502, 1503, 1504 and 1505 for the above described signal installation, along with material list and estimate of cost, as well as a set of special provisions to be included in the specifications. It is desired to let this job to contract at the November 9-10 meeting of the State Highway Commission.

The agreement is now in the hands of the City awaiting their signature, the project having been approved by the State Highway Commission at its last meeting; however, Mr. Franzen has given the project his approval and even though we do not have the signed agreement at hand, Mr. Williams wishes you to proceed with advertising for bids.

J. Al. Head
Assistant Traffic Engineer

JAH:bv
Attachment
cc: W. C. Williams

VED
9 1950
FOR FILING
FORM E-30X 15M 8-49 31908

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1950

SUBJECT: Supplemental Data for Salem Traffic Signal Agreement

To: Mr. John Cattrall

There is one additional item of work that should be brought to the attention of the City over and above those specifically covered in the agreement for the South Commercial, South Liberty Street, and Pine Street at Portland Road signal installations. This item is that we wish permission to attach to the power pole at the intersection of Pine Street and Portland Road, which power pole will be placed in the center of the divider island on Pine Street. I understand that the Highway Department, in the first instance, granted permission to place this pole in the island, with certain reservations, which in all possibility would allow us to use the pole, but as a matter of record it would be advisable to obtain this permission at the same time permission is obtained to attach a supervisory cable to utility poles on the South Commercial and South Liberty installations.

I might mention one other thought that if Mr. Franzen cares to review the plans, they will be ready for his inspection within the next few days. I will have them ready for Mr. Williams' review by Thursday of this week and after that they could be made available for the City to review.

J. Al. Head
Assistant Traffic Engineer

NOTED
W. C. WILLIAMS

JAH:bv
cc: W. C. Williams
Val Johnson

Mr. Williams:

I would like to go over these plans with you at an early date and I will probably have them ready Wednesday afternoon or Thursday morning of this week. When would it be convenient to bring them to your office?

Done

J. Al. Head

IVED
P 27 1950
FOR FILING

September 26, 1950

Mr. J. L. Fransen
City Manager
Salem, Oregon

Dear Mr. Fransen:

Pursuant to our conference last Wednesday, I furnish you herein the status of signal installations that will be required for the proper direction and safeguarding of traffic as outlined by the Salem traffic plan.

On that portion of the traffic plan now nearing completion, namely, South Liberty Street and the Pine Street truck route, nine traffic signals are required. Eight of these are on South Liberty and South Commercial Streets and one is at the intersection of Pine Street and US99E. The estimated cost of these signals is $25,000, and we are now in the process of preparing a form of agreement between the City and the State. It is hoped that bids for these signals may be called at the November meeting of the State Highway Commission.

Early in 1951 bids should be called for all the signals required to complete signalization of US99E through the city. This will require 20 signals, at an estimated cost of $55,000. This would result in a pro rata share of $27,500 each to the State and City, and the City's share should be, if at all possible, made available by February of 1951. When both Willamette River bridges have been completed and the one-way street grid activated, 10 additional signals will be required. These are estimated to cost $20,000, and the City's share of $10,000 should be made available in the 1952 budget.

If there is any other information that I could furnish you in regard to this matter, please call upon me.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

IVED
P 2 6 1950
OR FILING

September 21, 1950

Oregon State Highway Commission

Gentlemen:

On that section of the one-way street system in Salem which is now nearing completion, nine traffic signals will be required for the proper direction and safeguarding of traffic. The estimated cost of the nine signals is $25,000, which cost will be shared equally by the State and the City, with the City obligating itself to furnish electrical energy and maintain the signals after installation.

We recommend your approval of the entering into of an agreement with the City, so that as soon as the agreement is executed bids may be called for the signals. The $12,500 State's portion of the signal cost is in the 1950 approved budget under the item "Traffic signals for 1950—other urban," for which item $30,000 was set up.

As the Salem traffic plan progresses toward completion, other traffic signals will be required as follows.

We should call for bids early in 1951 for an additional 20 signal installations, necessary to complete the routing of US99E through Salem. The estimated cost of these 20 installations is $55,000, of which the State's share will be $27,500. This amount will be set up in our 1951 budget under the item "Urban Signal Installations."

When both bridges are completed across the Willamette River, an additional seven signals will be required for the one-way street system, of which the bridges will become a part. These signals will not be required until late in 1952, but I am advising you of the over-all requirements at this time.

This matter will be on the next agenda for your consideration, and I recommend that you then grant authority to call for bids on the nine signals required now and the authority to enter into an agreement with the City of Salem for cooperative installation of the remaining signals as will be required.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. F. B. Crandall

FOR FILING

FORM E-90X 1SM 8-49 31806

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1950

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
US99E - Salem

To: Mr. J. M. Devers
Legal Department

As a part of the one-way street plan on US99E in the City of Salem, certain traffic signal installations are to be made. Will you please prepare the necessary State-City agreement.

Material to be included in the agreement is as follows:

1. The highway involved is the Pacific Highway East - No. 1E - US99E
2. The intersections involved are as follows:
   South Commercial Street and Mission Street
   South Commercial Street and Myers Street
   South Commercial Street and Oxford Avenue
   South Commercial Street and Boice Street
   South Liberty Street and Mission Street
   South Liberty Street and Owens Street
   South Liberty Street and Myers Street
   North Portland Road and Pine Street
3. An interconnected fixed time traffic signal installation is to be installed at all of the above named intersections with the exception of the intersection of North Portland Road and Pine Street. At the latter intersection a semi-actuated non-interconnected traffic signal will be installed with actuation on Pine Street.
4. All of the installations will be of the far overhead, corner wait-walk type with one vehicle signal directed to traffic in each direction. At the intersection of North Portland Road and Pine Street pedestrian signals will be installed at one crosswalk across North Portland Road only.
5. The detail plans of installation will be mutually approved by both parties of interest before work is initiated.
6. The installation is estimated to cost $26,500.
7. The State will make the installation in the first instance, either by State force or contract, and will bill the City for one-half the total cost of the installation.

8. When returning the signed agreements the City will submit its check for one-half the estimated cost of the installation.

9. The City will obtain from utility companies permission to attach supervisory control cables to their poles. A written copy of such permission or agreement will be submitted with the signed agreements.

10. At those intersections where trees interfere with clear visibility of signal heads the City will trim all trees as necessary.

It is planned to let this contract at the September meeting of the State Highway Commission. In order to care for the necessary processing it will be necessary that these agreements be prepared not later than September 6. At such time as the agreements have been prepared, if you will submit them to this office we will check them and care for further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ/jlt

cc: W. C. Williams /
J. W. Cattrall

[illegible]VED
[illegible] 1950
FOR FILING

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1950

SUBJECT: Salem, Signals

To: Mr. W. C. Williams

You wished to push this Salem signal project and there have been a few questions which I would like to ask, but you seem pretty much tied up. In view of this, and the fact that time is short, I will proceed and, I hope, in accord with your thoughts.

As I believe I have already indicated to you, it is the desire of the City to include the Pine Street installation which, with the seven intersections south of town, would make a total of eight installations. I just this morning had a call from Mr. Franzen indicating the City has only $8500 to put into the project at this time and if we let this amount control, whatever is written up would have to be the basis of a $17,000 job. I will proceed with drafting of cooperative agreement (through Mr. Devers' office, of course) setting up the eight intersections and quote the preliminary estimate at $17,000. As you will recall, the job in Corvallis involving eight intersections bid in at slightly less than $18,000 so we should not be too far off and we can get the job moving.

In discussing the matter with Mr. Franzen, I told him the situation and he was agreeable to handling it in this manner, knowing that the job might run slightly more than $17000 and we would have to come back to the City for the pro-rata share for any over-run. This particular point is, as you know of course, a condition of the agreement.

I believe this whole thing has yet to have the approval of the Commission and it is my understanding that you are going to do this "by hand". It is going to press us to get the plans and specifications out for this thing, but I think we can make it in time for the September Commission meeting. This dead-line is not so much a control as is the fact that we try to get a set of detailed plans into the cooperative agreement as exhibit "A" and we will have to get this thing laced up in time for City Council meeting night of September 11.

I reiterate I am proceeding on the basis as outlined above, if there is any change in procedure you wish made, I would appreciate notification thereof at your earliest convenience.

FB Crandall

F. B. Crandall
Traffic Engineer

FBC:brs

RECEIVED

FOR FILING

24-16-3

2435

Salem, Oregon
August 29, 1950

Mr. F. B. Crandall

It is necessary that we have signals in place on South Commercial and South Liberty Streets when we open Liberty Street to northbound traffic. You will, therefore, work out immediately a plan for signalization of both streets from Mission Street south.

In your memorandum of July 26 you suggested signals at Ohmart, Washington, and Mission Streets at intersections with Commercial Street, and Washington and Mission Street intersections with Liberty. The installations at Mission Street in both instances are necessary. I wish you would give more study to the Washington Street intersections. Also, south of the two street connections there should be at least two signals to slow down traffic. You have listed one at Ohmart. It is requested that you give further study to a second signal before reaching the intersection of the one-way street system. Mr. Baldock has also suggested consideration of a flashing signal such as we have in West Salem, which signal would remain amber unless a certain speed was exceeded, in which event a red flash would require a stop.

Please study this matter out and try to get something worked up for very early installation either by contract or state forces.

W. C. Williams

WCW:ma

P. S. As per our conversation today, signals are recommended at Mission Street, Myers Street, Rural Street, and Ohmart Street.

FORM E-30 25M 9-49 34082

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 26, 1950

W. C. WILLIAMS

SUBJECT: Signals - Salem

To: W. C. Williams

We have proceeded to let contracts for development of south Liberty and Commercial as a unit of the overall one-way street couplet plan for Salem and I do not believe it is too soon to be thinking about signalization with respect this south unit. General acceptance of the overall one-way street plan or any portion thereof is obviously going to hinge on how well the thing works - certainly there will be that group who will be quick to enlarge on any weaknesses which may appear. We know from experience that one of the first things that happens in establishment of one-way street couplet is that traffic "loosens up" with the result that we have a speed problem, along with which we have "beefs" to the effect that traffic on the cross streets, both vehicular and pedestrian, cannot move by reason of the high speed. To forestall such situation I believe the signals should go in at the time the one-way streets are put in operation or as soon thereafter as possible.

In line with the above thoughts I refer you to attached Salem city plat whereon is indicated the master plan of ultimate signalization as was incorporated in Mr. Baldock's original Salem report. I have indicated in pencil the minimum signal work which I think should be cared for and which should be scheduled to be put in operation at such time as the south Commercial and Liberty one-way street couplet is put into operation.

Recapping briefly, the intersections involved are as follows:

New Installations

- Commercial and Ohmart
- Commercial and Washington
- Liberty and Washington
- Commercial and Mission
- Liberty and Mission

Revision Existing Installations

- Commercial and State
- Liberty and State
- Commercial and Court
- Liberty and Court

The above signals should be interconnected with supervisory cable clear through from the Ohmart signal to the existing signals at Center Street. The overall estimated cost of the work as outlined above amounts to $36,000, which amount would, in accord with our usual practice, be split 50/50 between City and State.

Moneywise, I might say that we set up $15,000 of State funds in our 1951 budget for the State's share of the signal job. This is of course and on the basis of the above estimate, some $3,000 short of the money required; however, I do believe the work as outlined is minimum and we should up the budget to care for it.

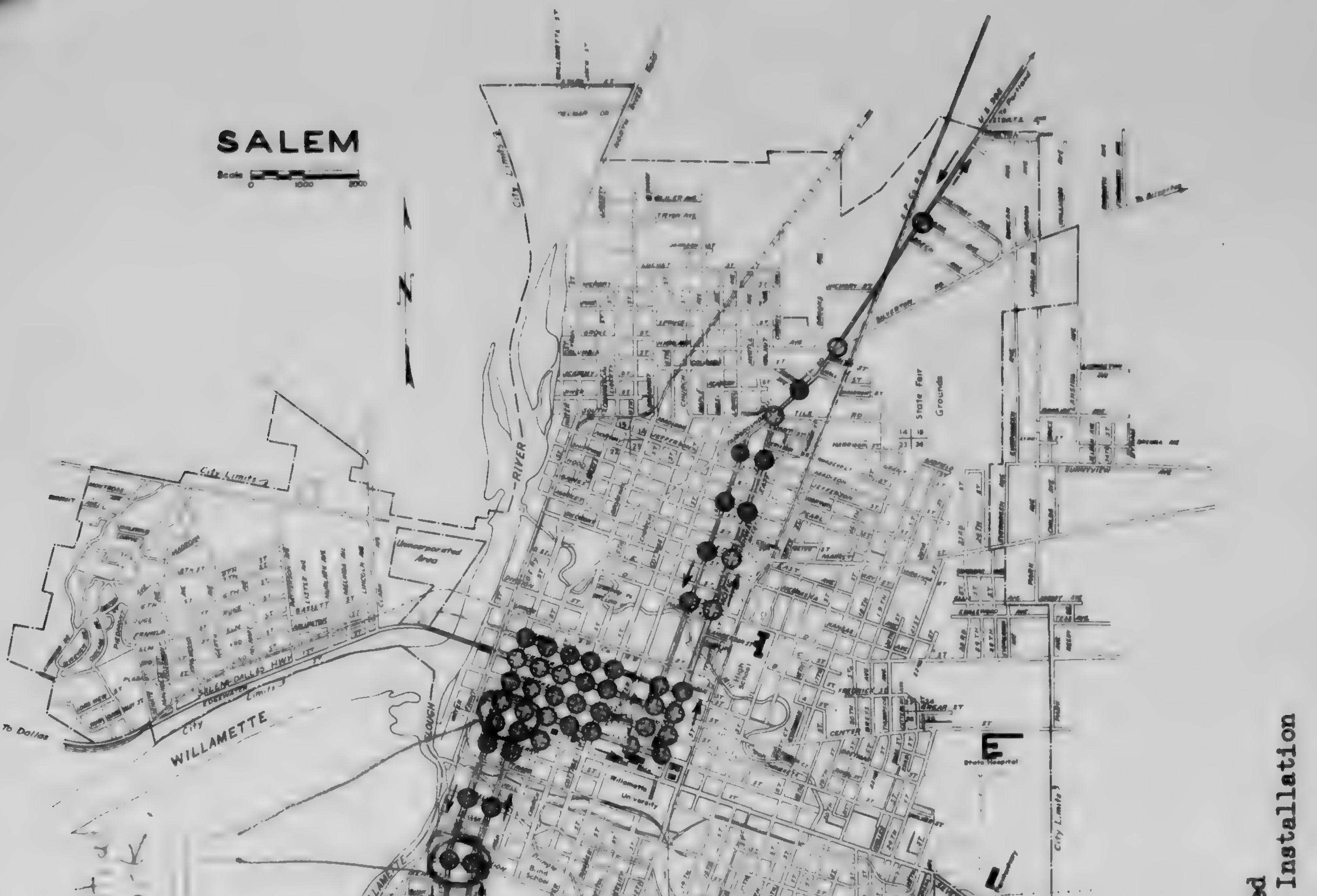
If I can get a decision from you with regard the above I will proceed with discussing such signal project with city people to see if it meets with their approval and check particularly as regards whether or not they have the funds available for their pro rata share. At such time as there's meeting of minds on the part of both parties in interest we can proceed with drafting of detailed plans, drawing up State-City agreement and contracting.

F B Crandall

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

cc: J. Al Head
Val Johnson


SALEM
Scale 0 1000 2000
N
WILLAMETTE
RIVER
SLOUGH
← To Dallas
City Limits
Unincorporated Area
State Fair Grounds
Willamette University
Bush's Pasture
State Hospital
Shelton Ditch
LEGEND
○ Existing Signals
● New Signals Required for Control of Traffic Progression
● Existing Post Mounted Signals to be Changed to Far-Overhead Corner Wait-Walk Installation
Nov 23 1959

Do as initial part of work

37-130. [illegible]-Miles [illegible]
Production [illegible]
Springs [illegible]
3,[illegible] [illegible].

RECEIVED
1951
FOR FILING

[illegible]

[illegible]

ORECON STATE HICHWAY COMMISSION
(date)
July 19, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3436	3[illegible] Final	Rush Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11576	R-19651	$ 746.10	7/19/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: July 31, 1951

Time Extensions: None needed

Completion Date: May 21, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 8-14-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: D B Taylor

RECEIVED
1951
FOR FILING

[illegible]

3436

June 27, 1951

U. S. Fidelity and Guaranty Company
1112 Cascade Building
Portland 4, Oregon

Attention Mr. W. Talbot Sinclair, Manager

Gentlemen:

State Highway Contract No. 3436 for work performed on the Union-Miles Bridge Section of the Medical Springs Secondary Highway in Union and Baker Counties was completed May 21, 1951 by the contractor, Rush Construction Company, but has not as yet been accepted by the Commission.

Final payment in the amount of $746.10 will be released to the contractor after acceptance by the Commission. The total contract amount is $24,870.05, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

cc L. Reilly,
Cascade Building
Portland 4, Oregon

NOTED ON CARD
6-27-51

RECEIVED
FOR FILING

31 [illegible]

3436

June 14, 1951

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Rush Construction Co. on contract No. 3436, for rock production on the Union-Wiles Bridge Section of the Medical Springs Secondary Highway, Union and Baker Counties. This payment, in the amount of $11,523.95, will be made on or after May 25, 1951. The retained percentage is $746.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 2, 1951

Section Union - Miles Bridge

Kind of work Rock Production

Highway Medical Springs

Section prefix 31-8304

Contractor Rush Construction Company

Contract number 3436

Date of contract November 30, 1951

Date of completion May 21, 1951

Date work started April 27, 1951

Estimated date of completion ......, 19...

Amount of contract $22736.00

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering $23,050.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1500, 6.5 %

Date project was completed May 21, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project May 21, and began moving equipment off the quarry site on May 22.

Quantities overran about 7½% all of the overrun was in the ½" - ¼". size.

One metal bunker belonging to contractor still on the Quarry site.

B. A. MARTIN

Signed Cannon

Address Res Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8120.00		
Estimated quantities moved or placed to date			9041.40	Including 300 c.y. P. A.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 4 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC 21 1950
FOR FILING

31-8304

3436

December 19, 1950

Rush Construction Co.
302 S. E. 2nd St.
Enterprise
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission:

Contract No. 3434, for rock production on the Lime-Payette Junction Section of the Old Oregon Trail in Malheur and Baker Counties, awarded November 10, 1950.

Contract No. 3436, for rock production on the Union-Miles Bridge Section of the Medical Springs Secondary Highway in Union and Baker Counties, awarded November 10, 1950.

We are also sending fully executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Received

RECEIVED
NOV 13 1950
FOR FILING

31 Award
3436.

November 13, 1950

Rush Construction Company
304 West Main Street
Enterprise, Oregon

Gentlemen:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3436 for rock production on the Union-Miles Bridge Section of the Medical Springs Secondary Highway, in Union and Baker Counties. This award was based on your low bid of $22,736.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert

S-95(1) Carlton Br. over North Yamhill 1950
River, Moores Valley Co. Rd.
#3437 No. 725

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 28, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3437	15-final	J. F. Johnston	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13015	R-45386	$ 9,095.26	7/28/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: Extended to and including May 31, 1952 without penalty

Completion Date: May 31, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-31-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

NOTED ON CARD

RECEIVED
JUL 15 1952
FOR FILING

July 11, 1952

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3437 for construction of bridge over the North Yamhill River near Carlton on the Moores Valley County Road, Yamhill County, was completed by the contractor, J. F. Johnston, on May 31, 1952 and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $9,095.26 will be released to the contractor on or after July 21, 1952. The total contract amount is $98,057.05, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

7-11-52

RECEIVED
NOV 26 1951
FOR FILING

[illegible]

3437

November 23, 1951

Mr. J. F. Johnston
Rte. 1, Box 246
Sherwood, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 274 days, from September 1, 1951 to and including May 31, 1952, within which to complete your contract No. 3437 for construction of the Carlton Bridge on the Moores Valley Highway in Yamhill County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

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[illegible]

[illegible]

October 15, 1951

Request for extension of time
No. 2
November 8 and 9 meeting.

State Highway Commission

Gentlemen:

Re: North Yamhill River Bridge
on the Moores Valley County Road
near Carlton in Yamhill County,
Contract No. 3437,
J. F. Johnston, Contractor

Herewith request for an extension of time from September 1, 1951 to and including May 31, 1952, for the completion of the work on this project.

When the contract was let, it was anticipated that excavation for the foundations could be started early in the spring and that the existing bridge could be removed by March. Weather conditions prevented any work until after March 1, and it was about the first of April before Yamhill County got the detour ready so that the old bridge could be removed. The contractor has also been considerably delayed because of nondelivery of steel foundation piles.

For these reasons, it is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc H. B. Glaisyer
G. S. Paxson
R. H. Baldock
W. C. Williams

RECEIVED
FOR FILING

[illegible]

3431

June 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Carlton Bridge
F.A.P. Oregon S-95(1)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 15 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

ds
cc C. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-95(1)
North Yamhill River
(Carlton Bridge)

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

1946)

State Oregon
Project No. S-95(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 12th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of October, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-one thousand five hundred and 00/100 dollars ($71,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 17+40 and survey station 21+50 all in Section 21, T-3-S, R-4-W, W.M., without exception

, length 0.078 miles, in Yamhill County, being Oregon Federal Aid/Secondary project No. S-95(1), consisting of 0.000 miles of roadway a~~nd~~ brid~~ges, each~~ of more than 20 feet clear span, 0.078 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

APR 1[illegible] 1951
OREGON [illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of Seventy-one thousand five hundred and 00/100 dollars ($71,500.00), which does not exceed the authorized Federal pro rata share of one hundred fifteen thousand three hundred twenty-four and 00/100 dollars ($115,324.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By ____________________
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

By M. K. McIver
Member, State Highway Commission
(Title of officer)

By ____________________
(Title of officer)

By ____________________
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,
By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
APR 19 1951
OREGON

be found in the agree-
ay and year first

April 10, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission for the North Yamhill River (Carlton) Bridge, Project No. S-95 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

JWN:plc

encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-95(1)
North Yamhill River
(Carlton) Bridge

Dear Sir:

We are forwarding herewith two copies of proposed project agreement. If these are found to be satisfactory, they should be signed by the Commission and returned to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

March 2, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the North Yamhill (Carlton) Bridge, Project No. S-95 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

Encl.

Oregon State Highway Department — Federal Aid Project No. S-95 (1)

NORTH YAMHILL RIVER (CARLTON) BRIDGE

ON THE MOORES VALLEY ROAD IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 19, 1951

Type Code X021

Bridge (Sta. 17+40 to 21+50)

All Required		Shoring, Cribbing, Etc.		$ 8,000.00
690	cu. yds.	Structural Excavation	$ 6.00	4,140.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
2,400	lin. ft.	Timber Foundation Piling	0.50	1,200.00
880	lin. ft.	Steel Foundation Piling	5.75	5,060.00
146	only	Drive Timber Piles	30.00	4,380.00
16	only	Drive Steel Piles	40.00	640.00
1,000	cu. yds.	Class "A" Concrete	45.00	45,000.00
250,000	lbs.	Metal Reinforcement	0.10	25,000.00
18,000	lbs.	Miscellaneous Metal	0.24	4,320.00
All Required		Remove Old Bridge		7,000.00
			Subtotal	$104,840.00
			10% Engr. & Cont.	10,484.00
			Total	$115,324.00

Length- - - - - - - - - - - 0.078 mile

Federal Secondary Funds- -	$ 71,500.00
State Funds- -	43,824.00
	$115,324.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

October 27, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of plan sheet number one for the North Yamhill River (Carlton) Bridge, Project No. S-95 (1).

On the copies sent to you previously, the North Yamhill River was named incorrectly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JHM:gs

Encl.

October 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the North Yamhill River (Carlton) Bridge, Project No. S-95 (1).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

The usual copies of right of way statement for this project will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. S-95 (1)

NORTH YAMHILL RIVER (CARLTON) BRIDGE

ON THE MOORES VALLEY ROAD IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1950

Type Code X021

Bridge (Sta. 17+40 to 21+50)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
690	cu. yds.	Structural Excavation	$ 5.00	3,450.00
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
2,400	lin. ft.	Timber Foundation Piling	0.40	960.00
880	lin. ft.	Steel Foundation Piling	5.00	4,400.00
146	only	Drive Timber Piles	45.00	6,570.00
16	only	Drive Steel Piles	100.00	1,600.00
1,000	cu. yds.	Class "A" Concrete	55.00	55,000.00
250,000	lbs.	Metal Reinforcement	0.105	26,250.00
18,000	lbs.	Miscellaneous Metal	0.50	9,000.00
All Required		Remove Old Bridge		5,000.00
			Subtotal	$117,280.00
			10% Engr. & Cont.	11,728.00
			Total	$129,008.00

Length- - - - - - - - - - - -0.078 mile

Federal Secondary Funds- -	$ 80,000.00
State Funds- -	49,008.00
	$129,008.00

RECEIVED
FOR FILING
[illegible]
487

L. H. L. LUMBER CORPORATION
MANUFACTURER
FIR LUMBER, TIES AND TIMBERS
CARLTON, OREGON

March 2, 1951

Yamhill County Court
McMinnville, Oregon

Gentlemen:

It is our understanding that the bridge across the Yamhill River, just west of Carlton, will be closed Monday March 5, 1951, for rebuilding.

The detours furnished by this Company may not stand legal highway loads. Also, width of the bridges and bridge guard rails may not be up to standard. Due to these conditions accidents could happen. We would like to have it known by all concerned that we will assume no liability in case of such accidents.

Very truly yours,

L H L Lumber Corporation

BY:
Guy Haynes

cc: State Highway Dept.
Contractor

NOTED
W. C. WILLIAMS

RECEIVED
MAR 5 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1950
FOR FILING

8-15-11

3437

December 19, 1950

Mr. J. F. Johnston
Route 1, Box 246
Sherwood, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3437, which was awarded to you on November 10, 1950 by the State Highway Commission, covering the Carlton Bridge on the Moores Valley Highway in Yamhill County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
NOV 13 1950
FOR FILING

A95(1)
3437

November 13, 1950

J. F. Johnston
Route 1, Box 246
Sherwood, Oregon

Dear Mr. Johnston:

The State Highway Commission on November 10, 1950 awarded you Contract No. 3437 for construction of reinforced concrete viaduct over North Yamhill River on Moores Valley County Road No. 725 in Yamhill County. This award was based on your low bid of $104,840.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - S. H. Probert
G. S. Paxson

RECEIVED
NOV 15 1950
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

S-95 (1)

3489

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 10, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-95(1) Carlton Bridge to J. F. Johnston, Sherwood, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
FOR FILING
FORM E-90 25M 6-49 32902

5-95 (1)

3437

AGENDA

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1950

SUBJECT: Assignment No. 2135

To: 2061
2135

Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer
agenda please.

Herewith four copies of an agreement between the State, Yamhill County, and the City of Carlton in connection with the construction of the Carlton bridge on FAS Highway 111.

Three copies of this agreement have been signed by the proper county and city officials and are now ready for presentation to the Commission.

This completes Assignment No. 2135.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

"A"

RHP:MM
Att.

3 copies to [illegible]

July 10, 1950, Minute page 16950

A

ASSIGNMENT

29, 1950

No. 2135
By

ption: John F. Hagemann's letter of August 9, Assignment 2061 consisting of Robert L. May's letter of 8-3-50 and five copies of agreement between the State, Yamhill County and City of Carlton in connection with construction of new bridge on FAS111

Acknowledged by ----- Referred to -- Cattrall --------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------------ signature

RETURN

Assignment executed 11-3-50 Report received ---------

Remarks: Hold until Congress passes Road Bill.

WCM

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1950

SUBJECT: Assignment No. 2061

To: Mr. W. C. Williams
OFFICE

Enclosed are four copies of an agreement between the State, Yamhill County, and the City of Carlton in connection with the construction of a new bridge on FAS Highway 111 at Carlton. Three copies of this agreement have been executed by the proper county and city officials and are now ready for presentation to the Commission.

This completes Assignment No. 2061.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Encl.

ASSIGNMENT

gust 3, 1950

No. [illegible]
By

ription: **Robert L. May's letter of 8-3-50 and five copies of agreement between the State, Yamhill County, and the City of Carlton in connection with construction of a new bridge on FAS No. 111 at or near Carlton**

Acknowledged by _____ Referred to ___**Cattrall**________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed [illegible] Report received ______

Remarks: **If OK, please secure execution by County and City officials. WCW**

30M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Aug. 3, 1950

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Attached hereto, please find five copies of a form of agreement prepared at the request of Mr. John W. Cattrall, whereby the State Highway Commission, Yamhill County and the City of Carlton agree to cooperate and do certain things therein specified in constructing a new bridge on Federal Aid Secondary Highway No. 111 at or near Carlton, Oregon.

These forms have been approved as to legality by Mr. Devers. It will be appreciated if you will take care of further handling.

Yours very truly,

J. M. DEVERS

By Robert L. May Jr.
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

RECEIVED
[illegible]
FOR FILING

[illegible]

[illegible]

9-L
7-10-11

August 30, 1950

Hon. H. M. Hoskins
Yamhill County Judge
McMinnville, Oregon

Dear Judge Hoskins:

I do not know that you have been informed of the decision of the State Highway Commission with respect to the construction of the Yamhill River Bridge Project in Carlton, particularly the action taken by the Commission following receipt of your letter of June 5, 1950, stating that it would be impossible for Yamhill County to increase its cooperative share from $75,000 to $119,000.

As a result of discussion, the Commission decided to absorb the extra expense and to allocate additional Federal Aid Funds to finance the work. The funds now available are to be held intact until the next construction program is formulated. When that is done it will be augmented by additional funds under the new allotment.

It is anticipated that new federal funds will become available for programming in the not distant future, and that the bridge project may be underway some time next Spring. All of this, of course, is dependent upon conditions as they may be effected by the international situation. It is also conditioned upon the county providing the same cooperation that was previously agreed to.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

June 23, 1950

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

In your letter of June 17 you advise that, before giving approval for the Yamhill River bridge in Yamhill County, you would like to know more about it. I believe that I have furnished about all the pertinent information we have, but perhaps I should add the fact that this bridge project, being on a federal-aid secondary highway, is in the same category as any other project on federal-aid secondary county roads throughout the state. Among such projects are the Sauvies Island bridge in Multnomah County, the Rogue River bridge in Jackson County, the bridge on the Imbler-Summerville county road, et cetera. Counties have not been asked to participate in the construction costs of any of the federal-aid projects placed on federal-aid secondary county roads in presently approved federal-aid programs, and for this reason Yamhill County probably wonders why it is asked to participate in the over-all cost, when it is already constructing, at its own expense, the approaches to the new bridge and construction of a detour which will cost an estimated $25,000.

When the next program has been made, the Commission may decide to request the counties to supply all or part of the money to match the federal funds in the case of projects which are county roads on the federal secondary system, but in the meantime I would suggest that all the counties be treated the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
RHB:hi:bl

NOLD MBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

June 17, 1950

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

Under date of June 8 you wrote with reference to additional allocations for the Yamhill River bridge in Yamhill County. The county judge in his letter states that his constituents have defeated a proposed bond issue. I am not so sure that I am in favor of assisting these counties when they will not help themselves and so before giving any approval to this particular project would like to know more about it. I notice where Yamhill County stands 12th in the state for assessed valuation so it must be a fairly prosperous community.

NOTED
W. C. WILLIAMS

Very truly yours,

Chas H Reynolds

CHR/vlw

cc: Ben R. Chandler
M. K. McIver

Williams

LING

June 8, 1950

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter received from the County Judge of Yamhill County, in which letter the county sets forth its inability to absorb the increase from $75,000 to $119,000 as the cost of the Yamhill River bridge project in Carlton. You will remember that, at the last meeting of the Commission, you considered a requested increase for this project and asked that the County be requested to bear the increased cost.

As you will note by the letter, the county is in poor financial condition. Furthermore, the county has agreed to build the approaches to the new bridge and provide a detour during construction, which is estimated to cost $25,000; therefore, the county is putting a substantial amount into the project. It is my belief that Yamhill County is acting in very good faith in this matter through the building of the approaches and detours and that the county honestly has no additional funds now available to cover the increased cost of the bridge.

Other projects that have been set up on the federal-aid secondary county roads have overrun the original cost, and such increases have been borne by the Federal Government and the State of Oregon, with no request that the counties share the cost. I recommend that the increased cost be financed with regular federal-aid secondary funds.

Should this receive your approval, we would plan on putting the project under contract early next spring, as it could not now be completed this year in time to put travel across it before the detour would become impassable.

Very truly yours,

GSP:gm
cc V. C. Williams
J. W. Cattrall
G. S. Paxson

R. H. Baldock
State Highway Engineer

Encl.

H. M. HOSKINS
COUNTY JUDGE
CHAS. NEWMAN
A. W. YOUNGBERG
[redacted]
COMMISSIONERS

YAMHILL COUNTY

McMINNVILLE, OREGON

June 5, 1950

R. H. Baldock
State Engineer
Salem, Oregon

Attention: John Cattrall, Engineer
County and City Relations

Dear Sir:

The Yamhill County Court has been in session this morning and have considered seriously the suggestion of the State Highway Commission that the increase from $75,000 to $119,000 cost of the Yamhill river project in Carlton be taken care of by Yamhill County. In view of the fact that the proposed bond issue for highway funds has been defeated and the road budget for next year will be considerably lower then in recent years the Court does not feel that it is possible to provide these additional funds for the Carlton Bridge Project. We will be required to provide some right of way on this job as well as building the approaches. Our total budget for bridge purposes is only $40,000 and we have a number of projects which must be rebuilt or repaired. We have to repay $40,000 of money advanced by the State Highway Commission last year and will have no funds on hand to carry over from the current years budget. After considering these things together with the fact that our roads have been so badly damaged by the freeze the last two winters, the Court does not feel that it could possibly make provisions for the requested amount of $44,000.

Very truly yours,

H M Hoskins
H. M. Hoskins
County Judge

HMH:js

ILING

NOA-2

Salem, Oregon
May 29, 1950

Mr. John W. Cattrall

The Commission at its last meeting considered an increase in project authorization for the Yamhill River bridge in Carlton, an FAS project, from $75,000 to $119,000. The Commission deferred a decision on this matter pending further conference with Yamhill County officials, to see if they could finance the increased cost.

You will please arrange an early meeting with the Yamhill County officials for this conference, but please discuss the matter with me personally before you meet with county officials.

W. C. Williams

WCW:me

cc Mr. S. H. Probert

NO - 28 4-E

ALLOTMENT INCREASES REQUIRED FOR PROJECTS

SCHEDULED FOR LETTING JULY 10 AND 11, 1950

Project		Present Allotment	Required Allotment	
North Yamhill River (Carlton) Bridge	50-51 FAS	$ 75,000	~~$ 134,000~~ 115,000	
*Drake Creek-Adel, Gr., Surf. & Oil.	50-51 FAS	200,000	(231,000 (291,000	A-4-29
**Salisbury-Mill Gulch, G-S-O	50-51 FAS	200,000	253,000	[illegible]
Joseph Section, G-S-O	50 Maj.Bett.	25,000	30,000	A-4-17
Little Nestucca River (Yach) Bridge	48 Maj.Bett.	30,000	55,000	A-4-16

May 23, 1950

* $231,000 is for 6" Rock Base and 0-9 oil, as submitted by Division Engineer. $291,000 is for 10" Rock Base and 0-11 Oil.

** As submitted by Division Engineer with 0-11 oil treatment on reinforced base 4" to 10" thickness (10" on new grade of 1.9 mi. - 4" on 7 mi. and 6" on 6.9 mi.). Talus rock subgrade reinforcement where needed, 4400 cu. yd.

FORM E-30 28M 1-50 37838

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1950

SUBJECT: North Yamhill River Bridge
at Carlton (Bridge No. 11566)

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In the 1950-51 Federal Aid Secondary road program was included a section of highway north of Lafayette for which $75,000 was set up. At the request of the county this project was cancelled, and the North Yamhill River Bridge at Carlton substituted in lieu thereof. This crossing of the North Yamhill River lies just below a dam forming the mill pond for the Carlton Lumber Company. The dam is a timber crib affair filled with rock, and I have considerable doubt as to its stability. Some years ago, the river washed around the end of the original dam, and a new spillway has now been built which extends the length of overflow considerably and requires a longer length of bridge than would be necessary in the normal river channel.

We have given this project considerable study, and it does not appear safe to use a short-span trestle. The design has been prepared on the basis of a concrete viaduct with a 80-foot span opposite both the new and the old spillways. I believe that is the minimum on which we could guarantee safety.

Our estimates for this structure, including the customary percentages for engineering and contingencies, is approximately $115,000, which is considerably more than was set up for the road in the original program. The city of Carlton has no money other than the small amount they receive for the State Gas Tax, and the proposal for additional road money in the county at large failed at the last election. There is probably no money available for the project other than state street funds.

The city and county have agreed to do the approach grading and surfacing to connect with the bridge, and they are of course very anxious that the project go ahead. If it is to be done this summer, we should advertise it not later than the July meeting, and I would suggest that you discuss it with the Commission with this in mind.

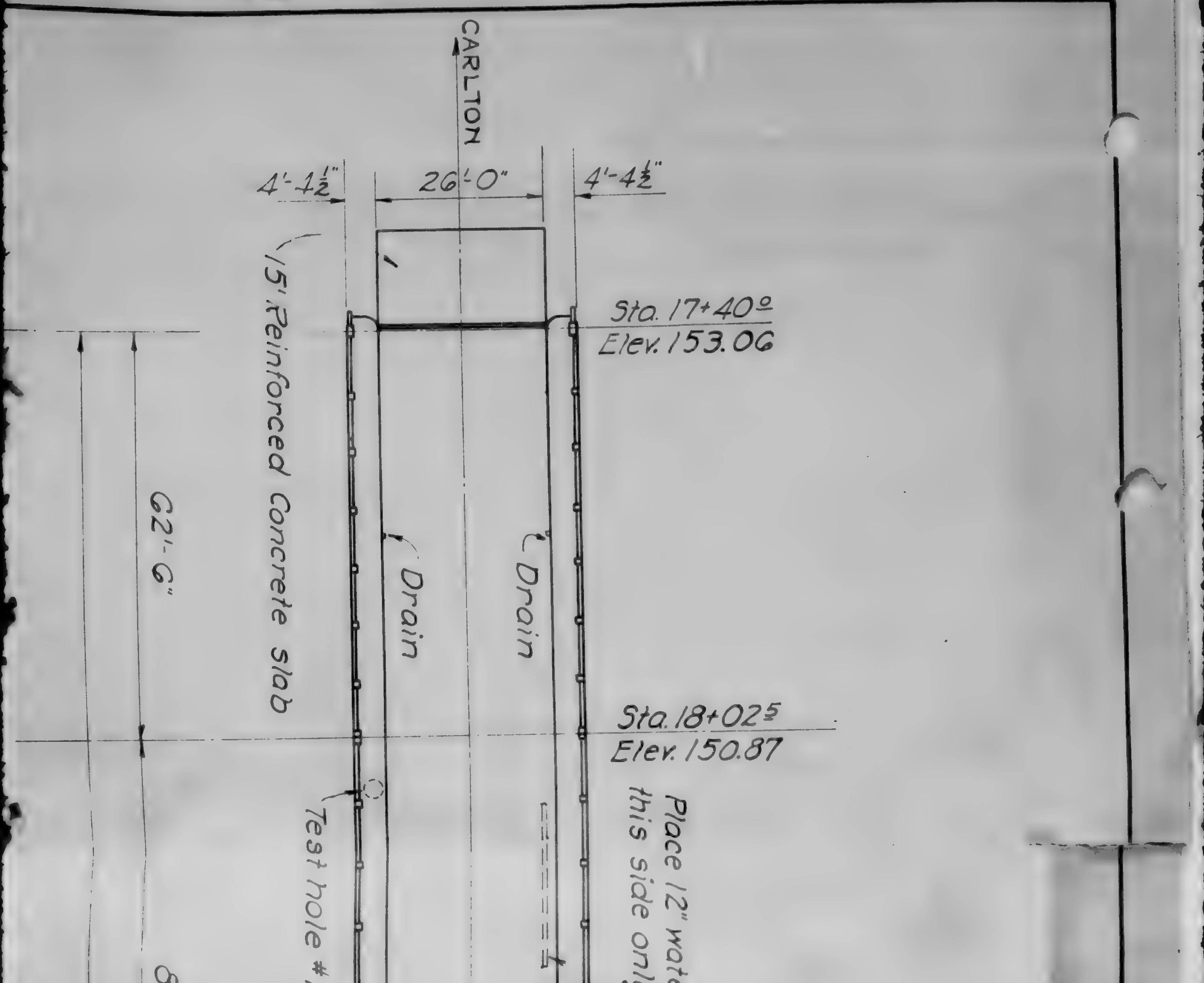
Attached hereto is a print of the layout of the project.

Very truly yours,

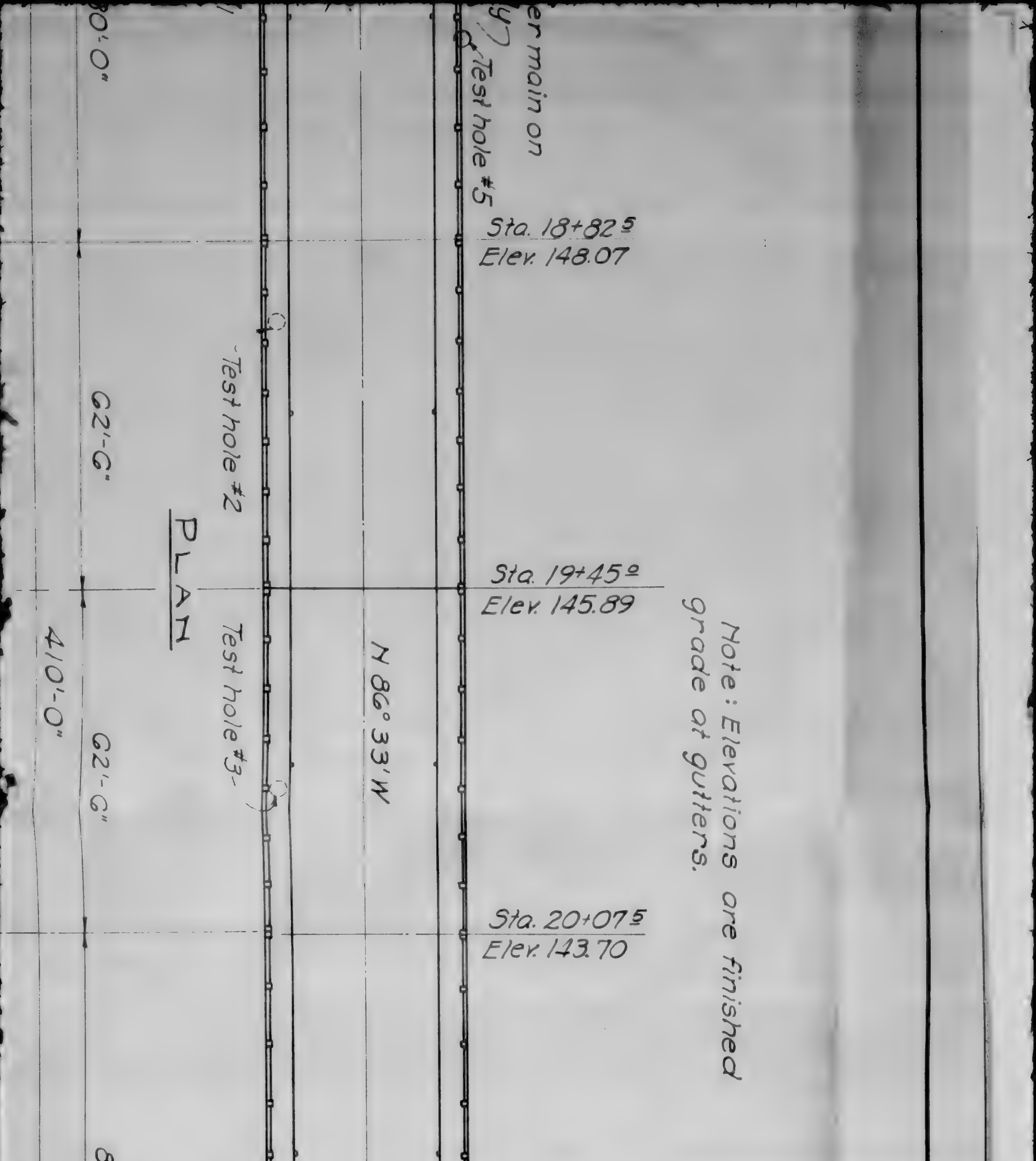
G S Paxson

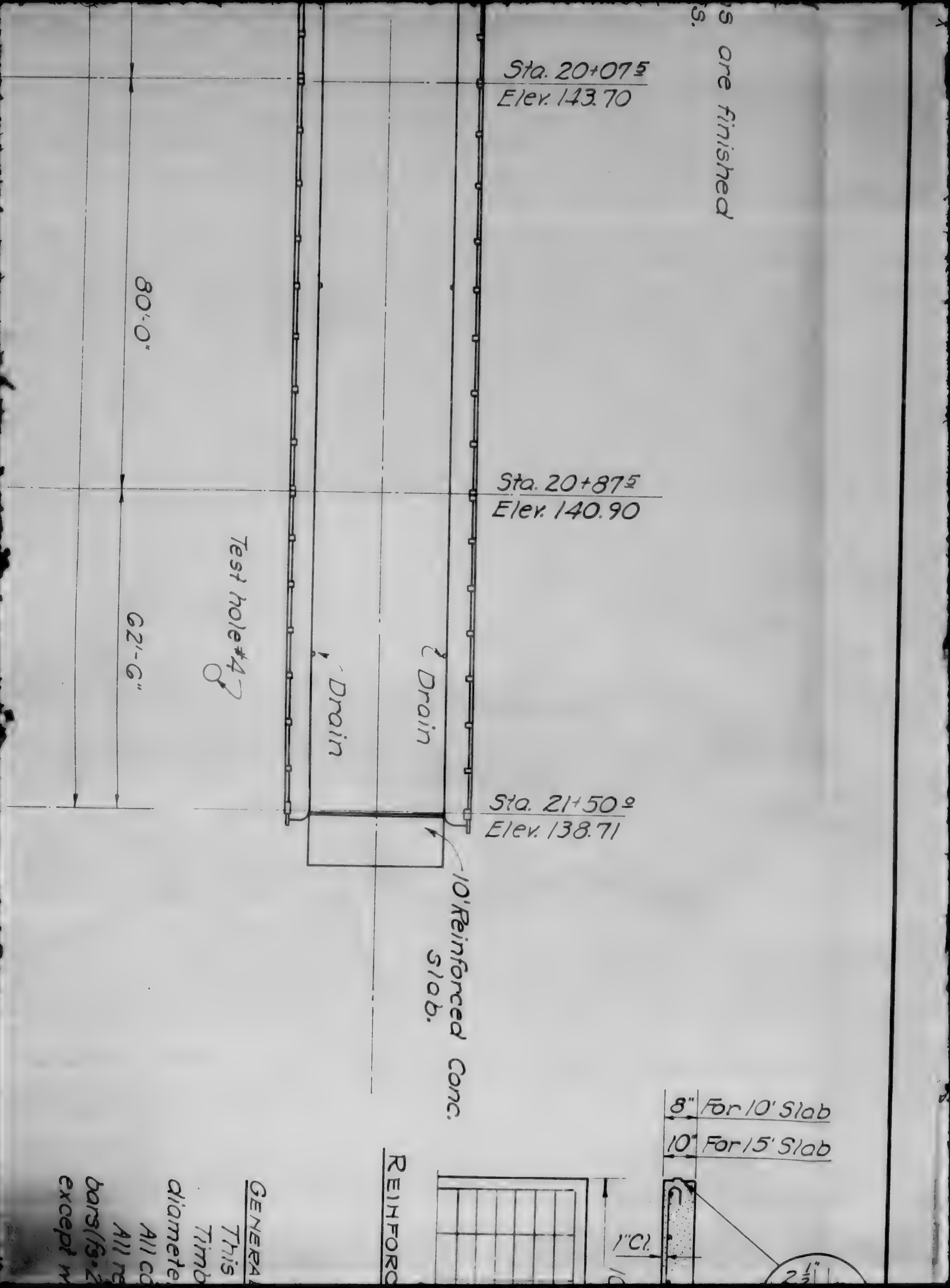
G. S. Paxson
Bridge Engineer

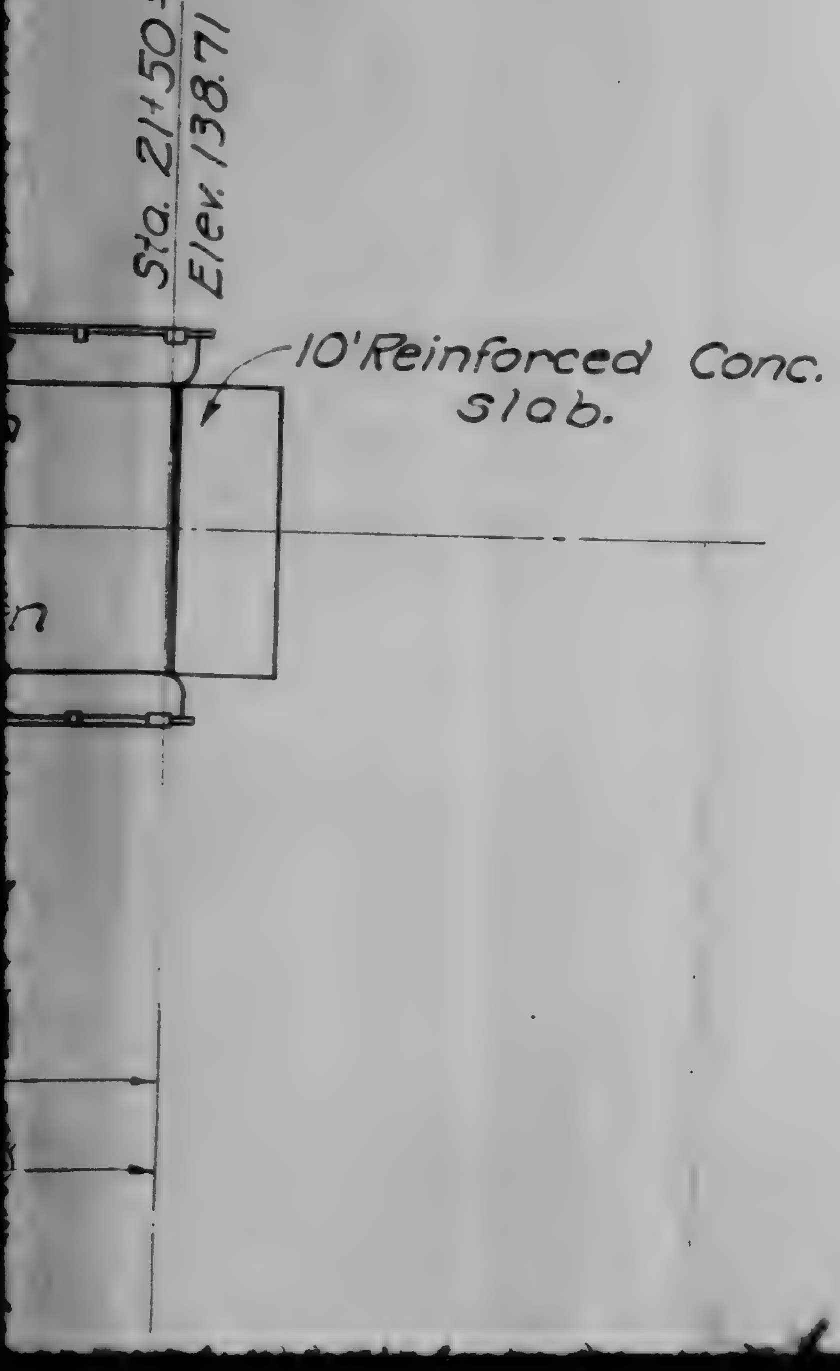
GSP:gm
Attached

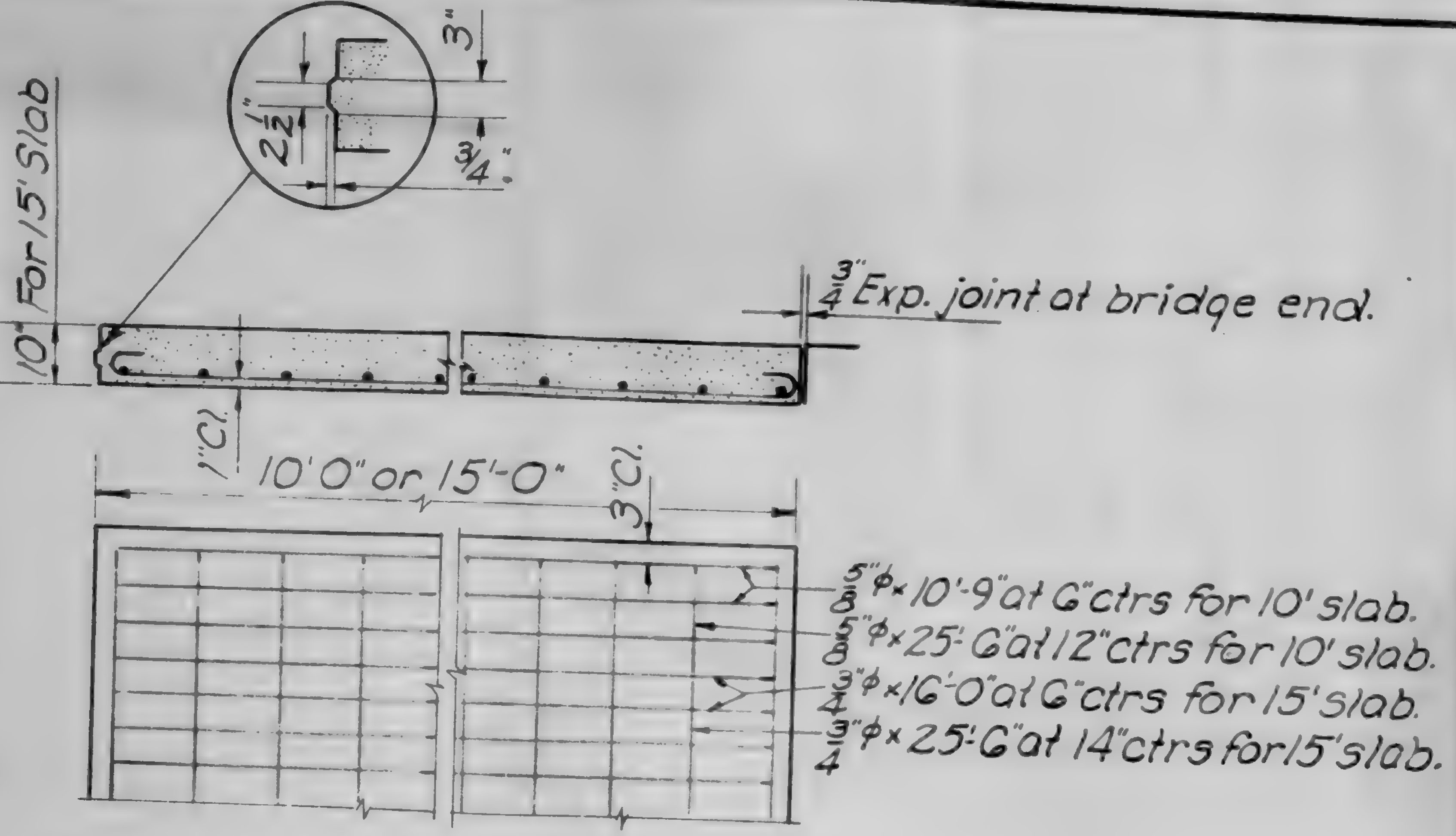


CARLTON
4'-4½"
26'-0"
4'-4½"
15' Reinforced Concrete slab
Sta. 17+40⁰
Elev. 153.06
62'-6"
Drain
Drain
Sta. 18+02⁵
Elev. 150.87
Test hole #1
Place 12" water main on this side only
80'-0"
Test hole #5
Sta. 18+82⁵
Elev. 148.07
Test hole
62'-6"


80'-0"
er main on
y)
Test hole #5
Sta. 18+82^{5}
Elev. 148.07
Test hole #2
62'-6"
PLAN
Sta. 19+45^{0}
Elev. 145.89
Note: Elevations are finished grade at gutters.
410'-0"
Test hole #3
N 86° 33' W
62'-6"
Sta. 20+07^{5}
Elev. 143.70
80'-0"
Sta. 20+87^{5}
Elev. 140.90


s are finished
s.
Sta. 20+07⁵
Elev. 143.70
80'-0"
Sta. 20+87⁵
Elev. 140.90
Test hole #4
62'-6"
Drain
℄ Drain
Sta. 21+50⁰
Elev. 138.71
10' Reinforced Conc. slab.
8" For 10' Slab
10" For 15' Slab
1" Cl.
2½"
REINFORC
GENERA
This
Timb
diamete
All co
All re
bars (fs-2
except w


Sta. 21+50º
Elev. 138.71
10' Reinforced Conc. slab.


8" For 10' Slab
10" For 15' Slab
$2\frac{1}{2}$"
3"
$\frac{3}{4}$"
$\frac{3}{4}$" Exp. joint at bridge end.
1" Cl.
10'0" or 15'-0"
3" Cl.
$\frac{5}{8}$"φ × 10'-9" at 6" ctrs for 10' slab.
$\frac{5}{8}$"φ × 25'-6" at 12" ctrs for 10' slab.
$\frac{3}{4}$"φ × 16'-0" at 6" ctrs for 15' slab.
$\frac{3}{4}$"φ × 25'-6" at 14" ctrs for 15' slab.

REINFORCED PAVING SLAB DETAIL
Scale $\frac{3}{8}$" = 1'-0"

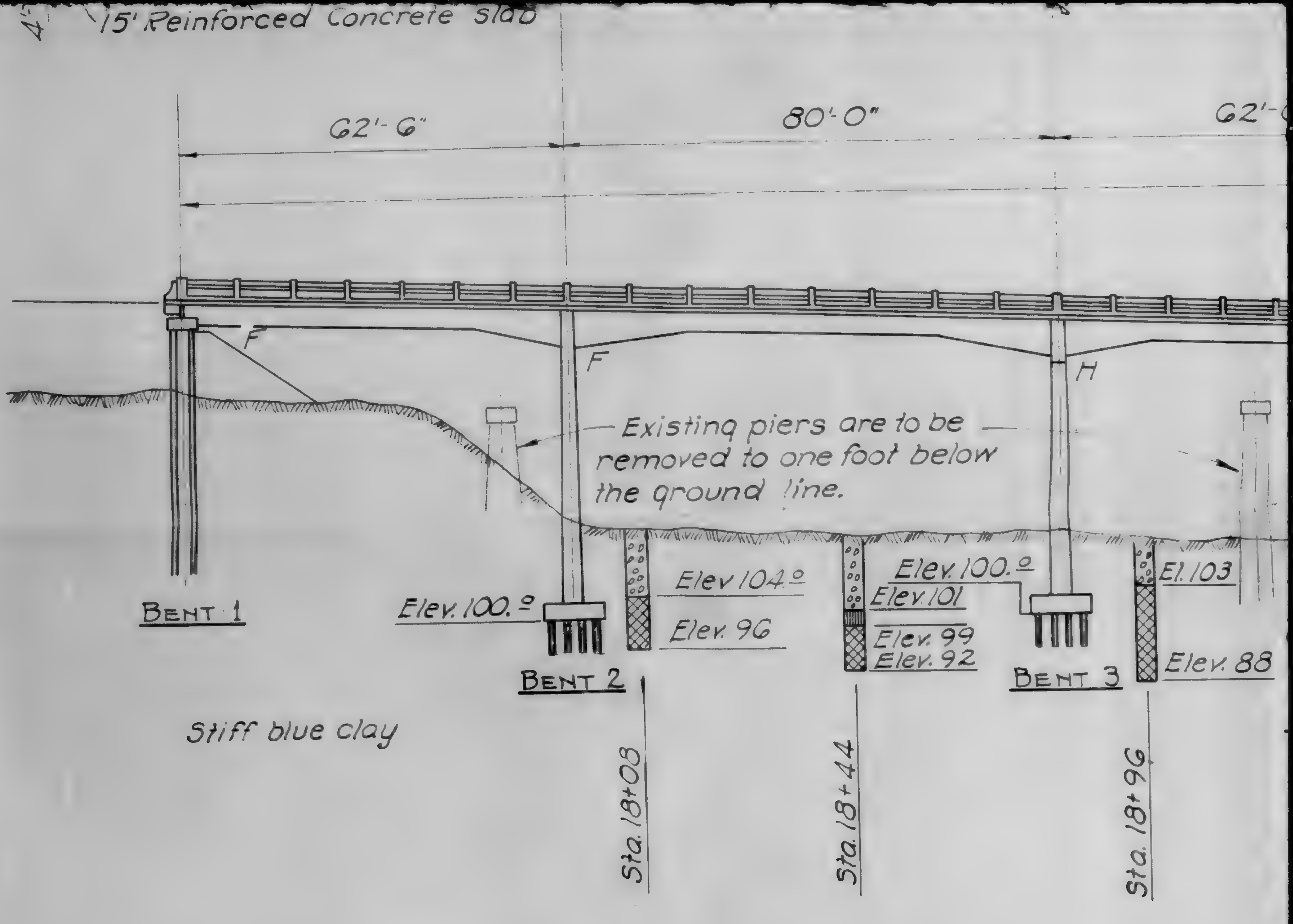
GENERAL NOTES:

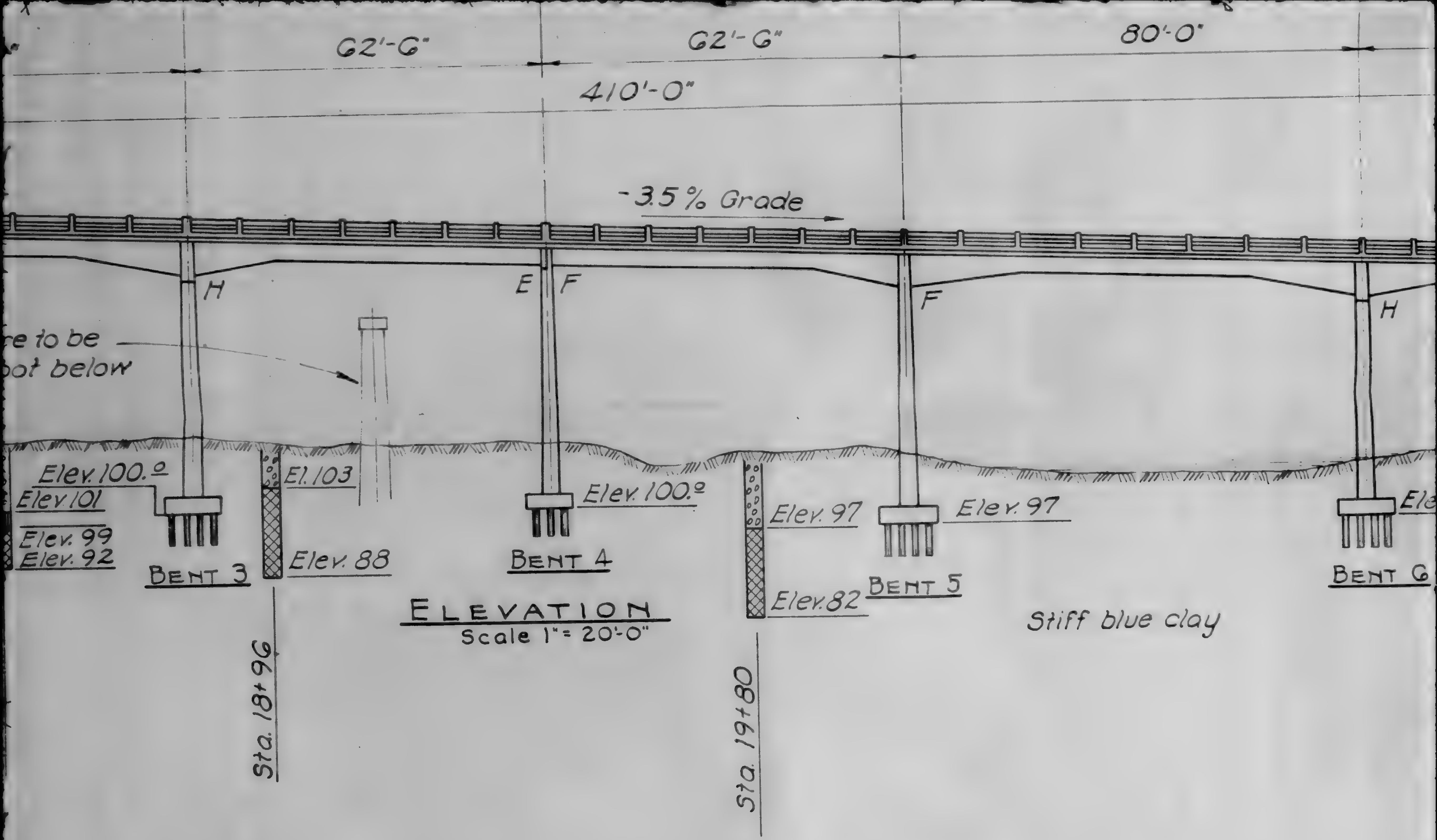
This bridge is designed for H15 S12-44 loading.

Timber piles are untreated and have a minimum diameter of 13" at the butt.

All concrete is Class A (fc = 3300#/□)

All reinforcing steel is intermediate grade deformed bars (fs = 20000#/□) placed 2" clear of nearest concrete face except where shown otherwise.

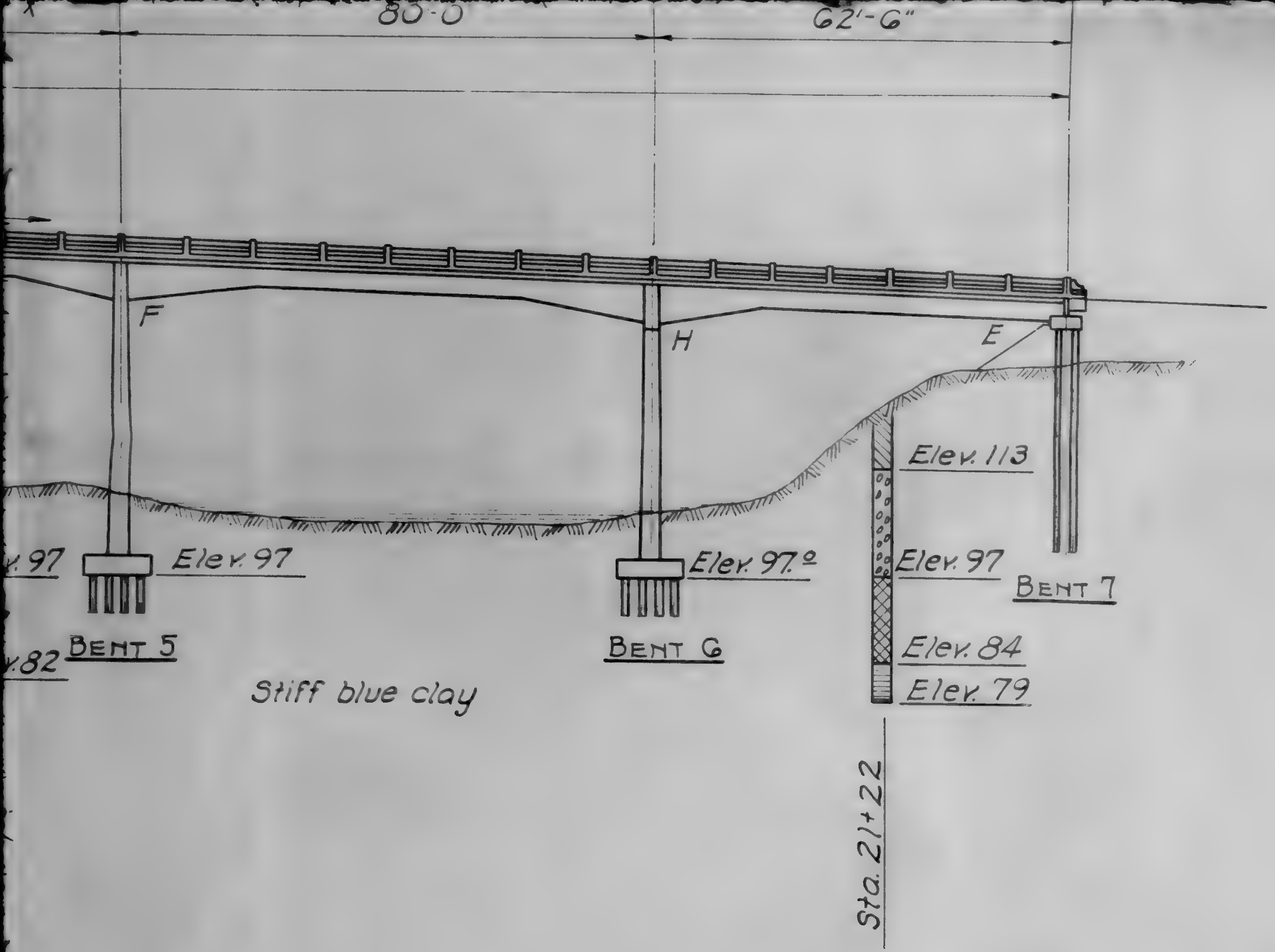

4"
15' Reinforced Concrete slab
62'-6"
80'-0"
62'-
F
F
H
Existing piers are to be removed to one foot below the ground line.
Bent 1
Elev. 100.0
Bent 2
Elev 104.0
Elev. 96
Elev. 100.0
Elev. 101
Elev. 99
Elev. 92
Bent 3
El. 103
Elev. 88
Stiff blue clay
Sta. 18+08
Sta. 18+44
Sta. 18+96


62'-6"
62'-6"
80'-0"
410'-0"
-3.5% Grade
H
E
F
F
H
re to be
oot below
Elev. 100.º
Elev 101
Elev. 99
Elev. 92
BENT 3
El. 103
Elev. 88
Sta. 18+96
Elev. 100.º
BENT 4
Elev. 97
Elev. 82
Sta. 19+80
Elev. 97
BENT 5
Stiff blue clay
Ele
BENT 6

ELEVATION
Scale 1" = 20'-0"

1+50º

TEST HOLE LEGEND


80'-0"
62'-6"
F
H
E
.97
Elev. 97
Elev. 97.0
Elev. 113
Elev. 97
Elev. 84
Elev. 79
.82
BENT 5
BENT 6
BENT 7
Stiff blue clay
Sta. 21+22

4- 3½"×⅝"×10" Splice plates for 10" piles —

A
A
bars(
except

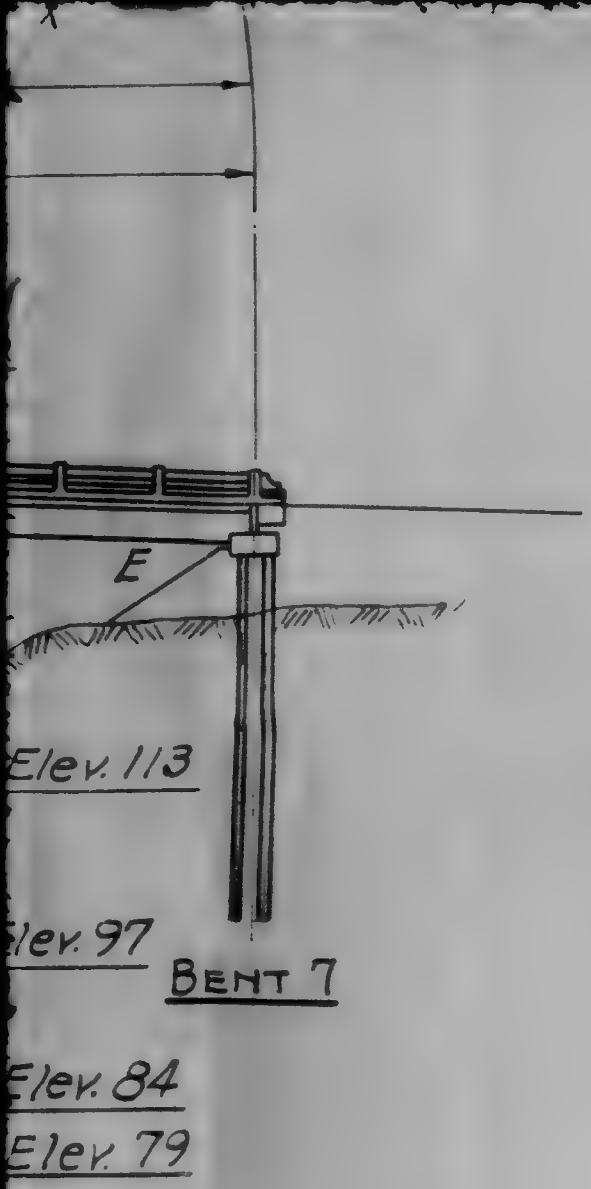
EGEND

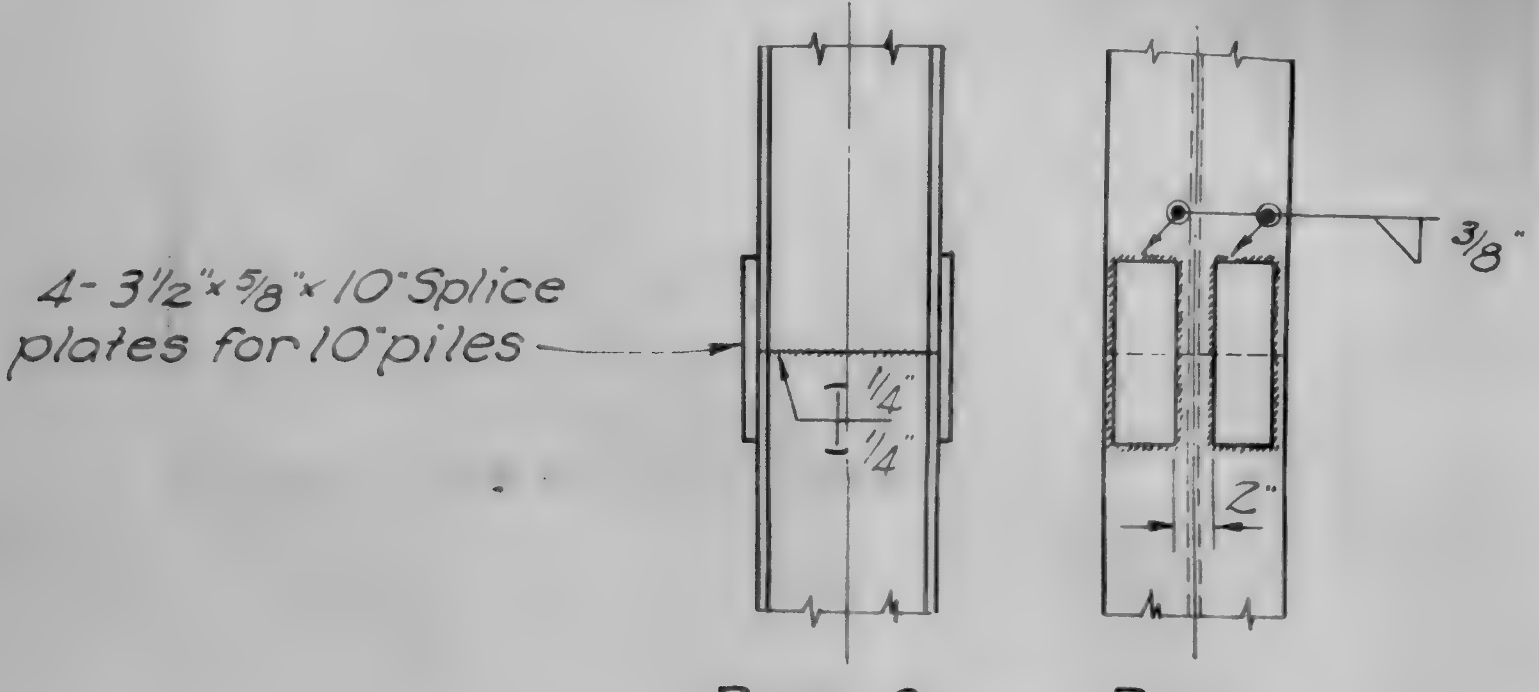
ALE

3' at the butt.

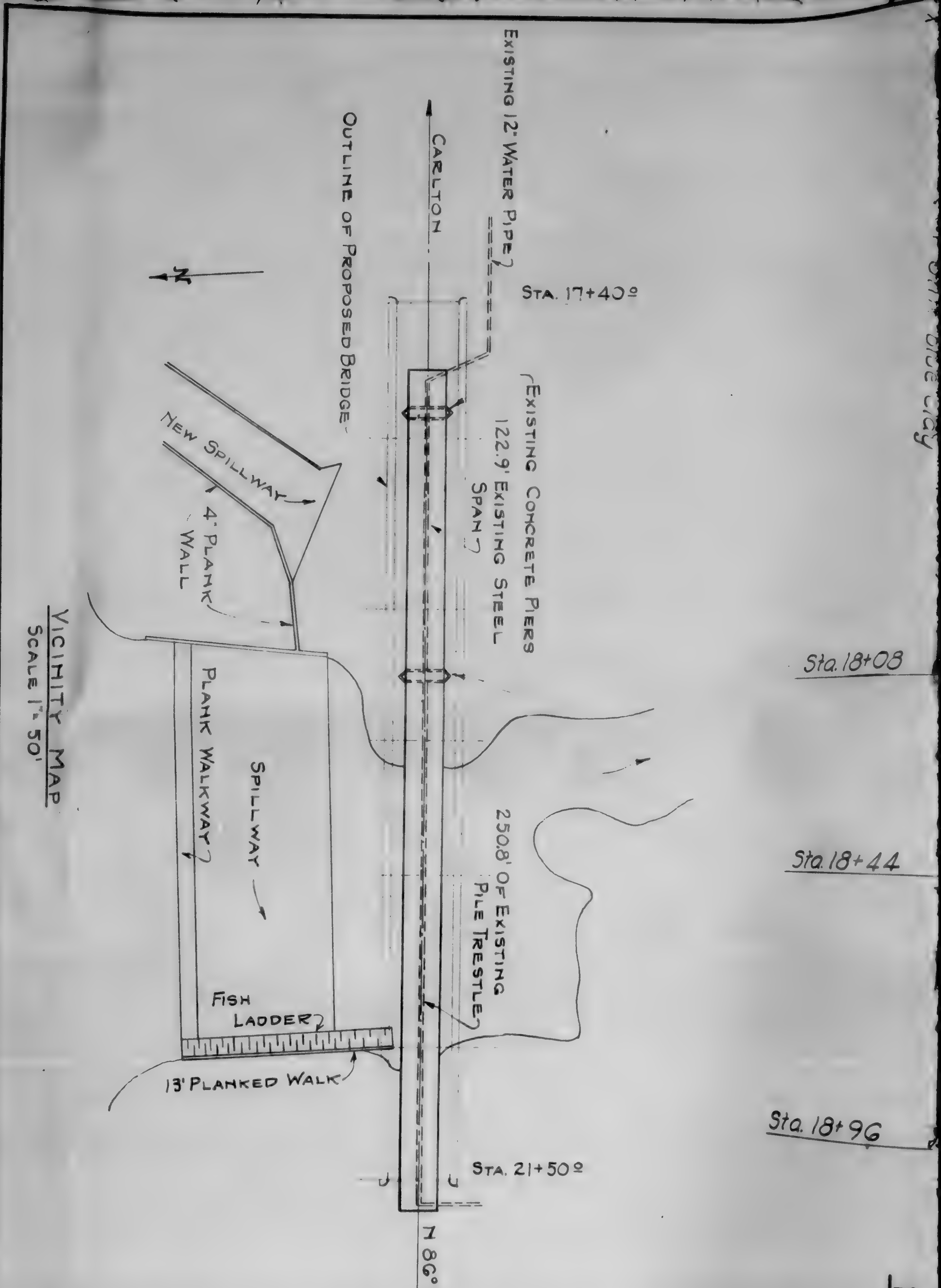
All concrete is Class A (fc=3300#/□)

All reinforcing steel is intermediate grade deformed bars (fs=20000#/□) placed 2" clear of nearest concrete face except where shown otherwise.


E
Elev. 113
Elev. 97
BENT 7
Elev. 84
Elev. 79

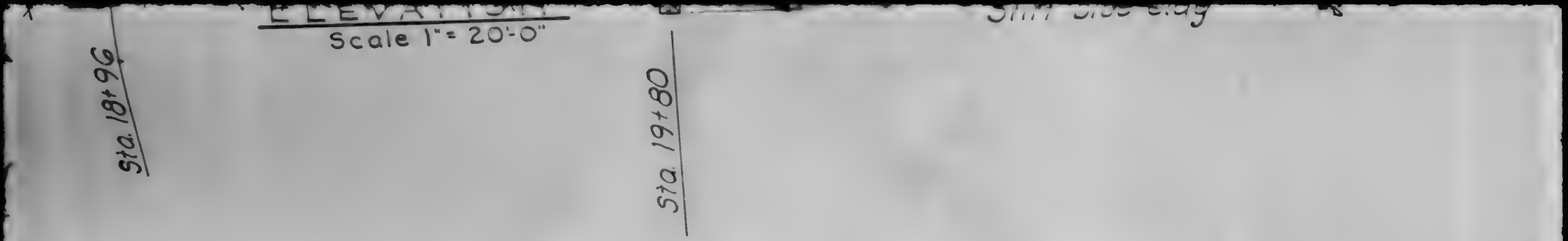

4-3½"×⅝"×10" Splice plates for 10" piles
¼"
¼"
2"
⅜"

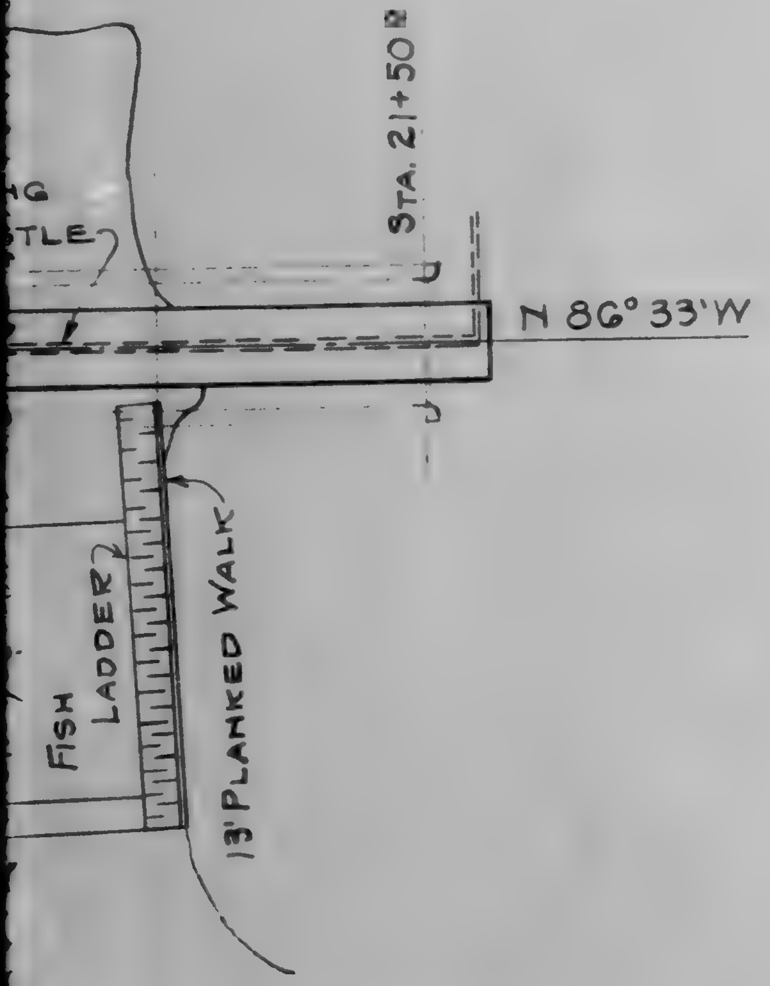
PILE SPLICE DETAIL



VICINITY MAP
SCALE 1" = 50'

EXISTING 12" WATER PIPE
CARLTON
OUTLINE OF PROPOSED BRIDGE
N
STA. 17+40±
EXISTING CONCRETE PIERS
122.9' EXISTING STEEL SPAN
NEW SPILLWAY
4' PLANK WALL
SPILLWAY
PLANK WALKWAY
250.8' OF EXISTING PILE TRESTLE
FISH LADDER
13' PLANKED WALK
STA. 21+50±
N 86° 33' W
Sta. 18+08
Sta. 18+44
Sta. 18+96
EL


ELEVATION
Scale 1" = 20'-0"
Sta. 18+96
Sta. 19+80
Stiff blue clay


STA. 21+50
TLE
N 86° 33' W
FISH LADDER
13' PLANKED WALK

TEST HOLE LEGEND

- ▥ ROCK AND SHALE
- ▤ GRAY HARD CLAY
- ▩ STIFF BLUE CLAY
- ░ SILT AND GRAVEL
- ▨ RED SHOT SOIL

Approved:

Bridge Engineer

State Highway Eng

ive clay
Sta. 21+22

Approved:

Bridge Engineer

State Highway Engineer

OREGON
STATE HIGHWAY C
NORTH YAMHILL RI
AT
CARLTON OREGON — Y
COUNTY ROAD NO
PLAN & ELEV

SCALE AS NOTED
APRIL 25, 1950
CALC. BOOK NO. 237
ACCOMP. BY DWGS NO. 9546 & 47, S83

DRAWN BY
TRACED BY
CHECKED BY

OREGON
STATE HIGHWAY COMMISSION

NORTH YAMHILL RIVER BRIDGE

AT

CARLTON OREGON — YAMHILL COUNTY
COUNTY ROAD NO. 725
PLAN & ELEVATION

SCALE: AS NOTED
APRIL 25, 1950
CALC. BOOK NO. 237
ACCOMP. BY DWGS NO. 9546 & 47, S83

DRAWN BY R.T.S.
TRACED BY F.G.G.
CHECKED BY D.L.K.

SHEET 1 OF 4
BRIDGE NO. 11566
DWG NO. 9545

S-301(1) Payette (Snake River) Bridge 1950
Sec.
#3438

RECEIVED
SEP 25 1953
FOR FILING

[illegible]

3438

Lewis

September 21, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by W. R. Ginther, 1610 North Sixth Street, Payette, Idaho, against Lindstrom Brothers in connection with State Highway Contract No. 3438 for work on the Snake River Bridge at Payette. This claim, in the sum of $324.60, is for damages due to loss of irrigation water for a period in excess of thirty days.

This information is furnished as your company appears as surety on the performance bond furnished with the contracted described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

E. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

9-21-53

COPY

Payette, Idaho,
September 9, 1953.

Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, [illegible] Ginther, 1610 North Sixth Street, Payette, Idaho, has a claim for damages sustained by him in connection with Oregon State Highway contract No. [illegible], Payette Bridge over Snake River as follows:

$54.60 for mixed pasture and alfalfa [illegible] planted by him adjacent to such job and prior thereto and which was entirely lost through lack of irrigation water resulting from the tearing up of his irrigation system by the contractor and which resulted in complete loss of irrigation water for more than thirty (30) days and which loss was entirely caused by the lack of such irrigation water, and the necessity of purchasing nine (9) tons of hay for claimant's eleven (11) dairy cows, at $30.00 per ton, the purchase of which hay was entirely due to the loss of the use of the pasture so lost through the entire loss of such irrigation water, making a total claim of [illegible], and that the same is due from [illegible] Bros., whose address is [illegible], Portland [illegible], Oregon, and the Continental Casualty Company, through their agent, [illegible] Townsend and Sons, 1007 Cascade Building, Portland, Oregon; the subcontractor who put in the irrigation pipe [illegible] of [illegible] N.E. 74th, Portland 13, Oregon, for the damage above mentioned, no part of which has been paid.

[illegible]
[illegible] Ginther
[illegible] North Sixth Street,
Payette, Idaho.

[illegible]

FORM 2-123 30M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

5-201(1)
2420

August 6, 1954

Mr. Max S. Taggart
Wilson Building
Ontario, Oregon

REFERRED TO
BY SECRETARY

Dear Sir:

This is in answer to your letter of July 27, addressed to Mr. W. C. Williams and having to do with the W. R. Ginther claim on the Payette Bridge over Snake River project.

We cannot concur with Mr. Logan's statement that the type of pipe used was responsible for the initial failure of the installation. Our specifications for concrete pipe siphons, which are used for irrigation structures operating under a head, provides for the use of either the bell and spigot type or the tongue and groove type of pipe. Both types of pipe have been used in hundreds of installations and, if properly installed, are entirely satisfactory. Every investigation that we have made indicates that faulty installation was the cause of the initial failure of this pipe, and this is further borne out by the fact that after these repairs were made the installation is satisfactory. It is our position that the entire responsibility lies with the contractor and that the adjustment of this claim should be made by him.

We are sorry that losses to Mr. Ginther have occurred by reason of the project, but under the terms of our contract can take no other stand than that indicated above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP/ds

cc W. C. Williams
H. B. Glaisyer

LAW OFFICES OF
MAX S. TAGGART
WILSON BUILDING
ONTARIO OREGON

July 27, 1954

W. C. Williams
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Re W. R. Gintner Claim
Contract No. 3438

Dear Mr. Williams:

After receiving your letter of June 30 concerning the above matter I again corresponded with Mr. Conley as attorney for Mr. Logan and received his reply dated July 13, a copy of which is enclosed herewith. You will note that Mr. Logan offers to assume one-half of the responsibility for the Gintner damages, apparently on the ground that a part of the responsibility could be his because of the possibility of faulty installation. However, he places the principal part of the responsibility upon the specifications for the job in that bell-joint pipe should have been specified rather than the type which was used.

Mr. Ginther now informs me that the workmen on the job proceeded as if the purpose of the tile was for drainage rather than carrying irrigation water. If this is the case and the thought behind specifying the type of tile that was used was that this was a drainage job whereas the specification should have been on the basis of laying irrigation pipe then it occurs to me that at least a portion of the responsibility lies with the persons who drew the specifications, in other words the State Highway Department.

In the light of the letter of Mr. Conly and his offer it is possible that your department will assume one-half of the responsibility with Mr. Ginther receiving payment in full in that manner. It occurs to me that this probably would be fair to all parties concerned.

RECEIVED
1954

Yours very truly,

Max S. Taggart

MAX S. TAGGART

MST:lk
Encl.: 1

ATTORNEYS AT LAW
805 EQUITABLE BUILDING
PORTLAND 4, OREGON

July 13, 1954

Mr. Jay S. Taggart
Attorney at Law
Wilson Building
Ontario, Oregon

Dear Mr. Taggart:

Upon receipt of your letter of the 6th inst., I called Mr. Logan and had him come in, and he is now sitting across the desk from me. He is still of the opinion that he is in no way responsible for the failure of the pipe to perform satisfactorily. He says that the pipe should have been the bell-joint type pipe and that if that type of pipe had been used, and a packing of oakum put in and then the bell filled with cement grout, there would have been no difficulty. He, however, installed it just as he was directed by the engineer in charge, and having done so, feels that he has no responsibility in the matter.

He reimbursed Lindstrom Bros. Inc., for the repair work done by them, and has a complete release from Lindstrom Bros. Inc., on his entire sub-contract. I think you will have to admit that your client was slow in making his claim. It is possible that something could have been done about the matter at the time, so that nobody would be hurt. Mr. Logan, however, is a fair man, and in a spirit of decency suggests that if he stands half of the loss as suffered by your client, that you should be satisfied. He authorizes me to make you such an offer.

For your information, Lindstrom Bros. are unable at the present time, financially to respond to any responsibility they might feel in the matter.

Kindly advise me whether or not you are willing to accept Mr. Logan's proposal.

Very truly yours,

CONLEY & GREENE

By

James L. Conley.

JLC:mb

COPY

FORM E-133 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 6, 1954

Mr. Max S. Taggart
Wilson Building
Ontario, Oregon

Dear Sir:

This is in answer to your letter of July 27, addressed to Mr. W. C. Williams and having to do with the W. R. Ginther claim on the Payette Bridge over Snake River project.

We cannot concur with Mr. Logan's statement that the type of pipe used was responsible for the initial failure of the installation. Our specifications for concrete pipe siphons, which are used for irrigation structures operating under a head, provides for the use of either the bell and spigot type or the tongue and groove type of pipe. Both types of pipe have been used in hundreds of installations and, if properly installed, are entirely satisfactory. Every investigation that we have made indicates that faulty installation was the cause of the initial failure of this pipe, and this is further borne out by the fact that after these repairs were made the installation is satisfactory. It is our position that the entire responsibility lies with the contractor and that the adjustment of this claim should be made by him.

We are sorry that losses to Mr. Ginther have occurred by reason of the project, but under the terms of our contract can take no other stand than that indicated above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP/cs

cc W. C. Williams
H. B. Glaisyer

LAW OFFICES OF
MAX S. TAGGART
WILSON BUILDING
ONTARIO, OREGON

July 27, 1954

W. C. Williams
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Re W. R. Ginther Claim
Contract No. 3438

Dear Mr. Williams:

After receiving your letter of June 30 concerning the above matter I again corresponded with Mr. Conley as attorney for Mr. Logan and received his apply dated July 13, a copy of which is enclosed herewith. You will note that Mr. Logan offers to assume one-half of the responsibility for the Ginther damages, apparently on the ground that a part of the responsibility could be his because of the possibility of faulty installation. However, he places the principal part of the responsibility upon the specifications for the job in that bell-joint pipe should have been specified rather than the type which was used.

Mr. Ginther now informs me that the workmen on the job proceeded as if the purpose of the tile was for drainage rather than carrying irrigation water. If this is the case and the thought behind specifying the type of tile that was used was that this was a drainage job whereas the specification should have been on the basis of laying irrigation pipe then it occurs to me that at least a portion of the responsibility lies with the persons who drew the specifications, in other words the State Highway Department.

In the light of the letter of Mr. Conly and his offer it is possible that your department will assume one-half of the responsibility with Mr. Ginther receiving payment in full in that manner. It occurs to me that this probably would be fair to all parties concerned.

Yours very truly,

Max S. Taggart

MAX S. TAGGART

MST:ik
Encl.: 1

CONLEY & GREENE
ATTORNEYS AT LAW
805 EQUITABLE BUILDING
PORTLAND 4, OREGON

July 13, 1954

Mr. Max S. Taggart
Attorney at Law
Wilson Building
Ontario, Oregon

Dear Mr. Taggart:

Upon receipt of your letter of the 6th inst., I called Mr. Logan and had him come in, and he is now sitting across the desk from me. He is still of the opinion that he is in no way responsible for the failure of the pipe to perform satisfactorily. He says that the pipe should have been the bell-joint type pipe and that if that type of pipe had been used, and a packing of oakum put in and then the bell filled with cement grout, there would have been no difficulty. He, however, installed it just as he was directed by the engineer in charge, and having done so, feels that he has no responsibility in the matter.

He reimbursed Lindstrom Bros. Inc., for the repair work done by them, and has a complete release from Lindstrom Bros. Inc., on his entire sub-contract. I think you will have to admit that your client was slow in making his claim. It is possible that something could have been done about the matter at the time, so that nobody would be hurt. Mr. Logan, however, is a fair man, and in a spirit of decency suggests that if he stands half of the loss as suffered by your client, that you should be satisfied. He authorizes me to make you such an offer.

For your information, Lindstrom Bros. are unable at the present time, financially to respond to any responsibility they might feel in the matter.

Kindly advise me whether or not you are willing to accept Mr. Logan's proposal.

Very truly yours,

CONLEY & GREENE

By
James L. Conley.

JLC:mb

COPY

RECEIVED

June 30, 1954

Mr. Max [illegible] Taggart
Attorney at Law
Ontario, Oregon

Dear Sir:

Mr. Glaisyer has referred to this office your letter of June 28 having reference to the claim of W. R. Ginther vs. Lindstrom Brothers, who held Contract No. 3436 with the Oregon State Highway Department. Attached to your letter was a copy of a letter addressed to you by James L. Conley of the firm of Conley & Greene, in which letter you were advised that Mr. Logan denied responsibility for the claim.

I disagree with the statement made by Mr. Logan, and give you the following facts in support of my disagreement:

During construction of the Payette Bridge project, it was found necessary to reconstruct an irrigation pressure system on the property of Mr. Ginther. A Price Agreement was entered into by the contractor, which Price Agreement, of course, automatically became a part of the general contract. This Price Agreement was signed "Lindstrom Bros., Inc." by "John A. Logan." The Price Agreement carried, among other specified matters, the following: "Standard specification for installation of siphon pipe to apply." The work, as stated above, thus became a part of the general contract and was in no manner whatsoever performed as force account.

The contractor completed the rebuilding of the irrigation system on March 26, 1951. Shortly thereafter the Irrigation District tested their pipe lines prior to turning in water for the season, and our records indicate that Resident Engineer L. C. Johnson notified subcontractor Logan on April 13, 1951 that the irrigation pipe joints were weak and should be repaired. The subcontractor moved off the job May 2, 1951 (he later returned for completion), and our records show nothing done in regard to repairing the faulty pipe joints.

On May 14, 1951 the general contractor, Lindstrom Brothers, told Mr. Ginther to hire men to repair the pipe. This was done, and Lindstrom Brothers paid for the repair. This took about one week, so that Mr. Ginther should have had water available about the 2[illegible]th of May, 1951.

During the interim, however, he had been without water for approximately 30 days, and as a result lost his crop, for which he made claim in the amount of $274, plus $54 for re-seeding.

I believe it is quite apparent that the general contractor, Lindstrom Brothers, acknowledged faulty workmanship on the part of Mr. Logan, or he would not have paid for the repair of the pipe line in the first place.

We are hopeful that this matter may be settled promptly but again must respectfully advise that the obligation is that of the contractor, through his subcontractor, and not the State Highway Department.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. G. S. Paxson
Mr. H. G. Smith
Mr. H. B. Glaisyer
Mr. L. C. Johnson

NOTED ON CARD

LAW OFFICES OF
MAX S. TAGGART
WILSON BUILDING
ONTARIO, OREGON

June 28, 1954

Oregon State Highway Commission
Mr. H. B. Glaisyer, Secretary
Salem, Oregon

NOTED
W. C. WILLIAMS

Re Claim of W. R. Ginther vs.
Lindstrom Bros. and State Highway
Commission, Contract No. 3438

Dear Mr. Glaisyer:

Your file will show that there has been a series of letters concerning the claim of Mr. Ginther whom I represent. Until recently I have been endeavoring to contact the contractor to obtain payment or to arrange for payment out of his final payment on the contract.

On May 25 your office advised me that the final payment had been released on advise of your chief counsel. Thereupon I got in touch with Mr. James L. Conley in Portland who is counsel for the contractor and also the surety. He arranged for a conference with Mr. Logan who was the sub-contractor on the job and thereafter wrote to me denying responsibility for the claim and referring me back to the State Highway Commission for the reason the damage to Mr. Ginther occured while Mr. Logan was doing work on force account.

I am enclosing a copy of Mr. Conley's letter for your information.

It will be appreciated if your department will investigate this matter and examine your files and determine whether or not Mr. Conley's statements are accurate and, if so, what is the position of the department in regard to the claim considering this development.

I have talked with Mr. Lloyd Johnson, your resident engineer, and he informs me that he remembers the job and the fact that Mr. Ginther was damaged thereby;inasmuch as all records are now in your office he could give me no further information.

This matter has been pending for 3 years now and, inasmuch as our right to payment appears to be clear and uncontested except as to the matter who is responsible for the damage, I would like very much to get it cleared up as soon as possible.

Yours very truly,

Max S. Taggart

MAX S. TAGGART

MST:ik
Encl.: 1

RECEIVED
JUN 29 1934
OREGON
STATE HIGHWAY COMMISSION

[illegible]
[illegible]

CONLEY & GREENE
Attorneys at Law
805 Equitable Building
Portland 4, Oregon

Mr. Max S. Taggart
Attorney at Law
Wilson Building
Ontario, Oregon

Dear Mr. Taggart:

Upon receipt of your letter of the 1st inst., I called Mr. Logan and told him that I would like him to come in so we could discuss the contents of your letter. He came in today and I went over the matter with him fully.

The circumstances of the matter, as he recites them, are these: The prime contract was between Lindstrom Bros. Inc. and the State of Oregon, and provided for certain work, including a considerable amount of grading. The latter work was sub-contracted by Lindstrom Bros. to John A. Logan.

As Mr. Logan's work progressed he ran into the pipes of your client. He reported the matter to the engineer in charge of the job, and the engineer directed him to make the necessary excavation and relay the pipe. Since this work was not under Mr. Logan's contract, nor that of Lindstrom Bros., as far as that is concerned, the Engineer had Mr. Logan do the work on what is called "force account". The exvacation and laying of pipe was completed by Mr. Logan under express direction and supervision of the engineer. There were no plans or specifications for same, so Mr. Logan did exactly what he was told to do and under constant supervision. At the time, Mr. Logan suggested that bell-joint pipe would be better, but the engineer told him to lay ordinary pipe with a cement collar, which was done. Inasmuch as this work was not included in his contract and was done by him at the direction and under the supervision of the engineer, he does not feel that he is in any way responsible for what happened. It would appear that your claim is clearly against the State of Oregon.

Mr. Logan feels very badly about the matter and believes that the State should make good your client's loss.

I regret exceedingly that I can do nothing for you on this, but under the facts, as stated to me, Mr. Logan is clearly within his rights to reject the claim.

Very truly yours,

CONLEY & GREENE

By JAMES L. CONLEY

RECEIVED
JUN 29 1954
OREGON
STATE HIGHWAY COMMISSION

JCL:mb

FORM E-30 25M 9-51 85212

RECEIVED FOR FILING

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1954

SUBJECT: Weiser and Payette Bridges

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Both the Weiser and Payette crossings of the Snake River have been completed and in use for considerable time. In company with Messrs. C. L. Varian, Walter Albrethsen, and C. J. Carrigan of the State of Idaho, I made a final inspection of the two projectsin August of last year and found them to be satisfactory.

We are now in a position to make final settlement with the State of Idaho. Idaho has presented us with a detailed statement of costs on the Weiser project which we have examined and found to be in order. We have handed the State of Idaho a similar statement of costs on the Payette project which they have examined and found to be in order. Final costs and financial status of the two projects are listed as follows:

SUMMARY OF COST - WEISER BRIDGE

	Item	Amount	Total
By Idaho	Rights of Way	$ 102.81	
	Surveys	1,152.94	
	Construction	401,332.11	
	Constr. Engineering	29,084.45	
			$431,672.31
By Oregon	Design	2,915.22	
			2,915.22
	Total		434,587.53
Oregon Share (50% per agrt.)			217,293.76
Previous payments on construction		190,897.36	
Previous payments on design		2,915.22	
			193,812.58
	Amount due Idaho		$ 23,481.18

SUMMARY OF COST - PAYETTE BRIDGE

	Item	Amount	Total
By Oregon	Rights of Way	$ 861.00	
	Surveys	4,817.94	
	Design	5,266.94	
	Construction	440,868.40	
	Constr. Engineering	28,204.10	
			$480,018.38
By Idaho	Rights of Way	14,620.35	
	Surveys	673.62	
			15,293.97
	Total		495,312.35
	Idaho Share (50% per agrt.)		247,656.17
	Previous payments on construction	203,098.34	
	Previous payments on R/W & Surveys	15,293.97	
			218,392.31
	Amount due Oregon		$ 29,263.86

If the above statements of costs are satisfactory to you, I will forward Idaho's final billing to us to the auditor for payment and will prepare our usual Request for Outside Billing to the State of Idaho to complete the entire transaction under the terms of the joint Idaho-Oregon agreement covering the work.

I am returning Mr. Miller's letter of May 10 concerning the above projects, your Assignment No. 6026. I do not believe that this requires an answer as the matter was covered by Mr. Gardner of this office when he called on Mr. Miller recently to examine the cost statements on the Weiser job.

Very truly yours,

G S Paxson

G. S. Paxson
Assistant State Highway Engineer

CAG/ds

cc C. A. Gardner

RECEIVED
JUN 16 1954
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: May 13, 1954 No. 6026 By RHB

Description: Letter 5-10-54 from E. V. Mille
enclosing papers in connection with final
settlement between States in connection with
cost of Weiser bridge.

Acknowledged by____ Referred to PAXSON

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
X Prepare reply for signature of Mr. Baldock
__ Contact correspondent and report

Remarks:

Executed 6-16-54 Report Received________
L

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS
ROSCOE C. RICH - CHAIRMAN
LEONARD K. FLOAN - MEMBER
DAVID P. JONES - MEMBER

DEPARTMENT OF HIGHWAYS
BOISE, IDAHO

E. V. MILLER
STATE HIGHWAY ENGINEER

Project S-300(1)
Interstate Bridge - Weiser
Washington County, Idaho
Malheur County, Oregon

May 10, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Project S-300(1), Interstate Bridge and Approaches (Weiser Bridge), Washington County, Idaho and Malheur County, Oregon.

Looking toward final settlement between our respective States of the cost of the Weiser Snake River Bridge, we enclose herewith the following papers:

Final estimate of J. H. Wise & Son, showing amount earned of $19,537.39.

Work sheets listing all engineering and miscellaneous charges to this project, showing total of $33,255.42. This includes your charges for design, etc.

Copy of final voucher which we propose to send to the Bureau of Public Roads, if and when the charges shown meet your approval. Also copy of request for increase in Federal participation.

Statement of account showing contractor's earnings and total engineering costs, less amount previously paid by you, and credit for your design engineering costs. This statement shows a balance of $23,481.18 owing to the State of Idaho, Department of Highways.

The agreement between our respective States provides that "upon completion representatives from Idaho and Oregon shall confer and determine the total cost within the meaning of this agreement and for the determination of final payment and recommendation with respect to the acceptance of said bridge."

Will you please advise your desires or decision in this matter so we may file our final voucher with the Bureau of Public Roads.

Yours very truly,

E.V. Miller
E. V. MILLER
STATE HIGHWAY ENGINEER

EVM
JAJ:al

RECEIVED
[illegible] 0 1954
FOR FILING

3438

May 25, 1954

Mr. Max S. Taggart
Wilson Building
Ontario, Oregon

Dear Sir:

Your letter of May 19 addressed to Mr. Paxson, concerning the claim of W. R. Ginther against Lindstrom Bros. on Contract No. 3438 has been referred to this office.

Our records show that Mr. Ginther's claim was filed in our office on September 1, 1953 and with the Secretary of State on September 14, 1953. The contract was completed on July 8, 1953, and accepted by the Highway Commission on August 6, 1953.

Upon the advice of the Chief Counsel, final payment was released on April 13, 1954.

The Continental Casualty Company, 614 Wilcox Building, Portland 4, Oregon, furnished the performance bond for this contract. We assume that you have probably contacted them for payment of the claim. If the contractor and the surety have refused to honor the claim, it appears that it might be necessary to file court action.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:mm
cc: G. S. Paxson

LAW OFFICES OF
MAX S. TAGGART
WILSON BUILDING
ONTARIO, OREGON

May 19, 1954

State Highway Department
Mr. G. S. Paxson
Assistant Highway Engineer
Salem, Oregon

Dear Mr. Paxson:

I wrote to your department on December 3, 1953, concerning the claim of W. R. Ginther of Payette, Idaho, arising out of contract No. 3438 Lindstrom Bros. for work on the Payette Bridge.

You answered on December 9, advising that the responsibility was that of the contractor and that the final estimate would not be paid to the contractor until this claim had been adjusted. Thereupon I wrote to the contractor at the address you gave in Portland and received no answer.

Can you advise now whether or not the final payment has been made to the contractor and how I can bring this claim to the contractor's attention without the necessity of filing court action.

Yours very truly,

Max S. Taggart

MAX S. TAGGART

MST:ik
cc: Lindstrom Bros., Inc.

Continental Casualty Company

RECEIVED
MAY 21 1954
[illegible] HIGHWAY COMMISSION

RECEIVED
MAY 24 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
FOR FILING

Lewis

[illegible]

34=7

April 29, 1954

Tri-State Painting Company
4506 S.E. 39th Avenue #2
Portland, Oregon

Attention: Mr. John R. Kreiter

Gentlemen:

In your letter of April 28, 1954, which I have just received, you state that you have a claim against Lindstrom Brothers, Inc., contractors for construction of the Snake River Bridge at Payette, Idaho, said claim being in the amount of $4,620.26 representing the balance due you for certain sand blasting and painting work on this structure as subcontractor. You request assistance from this office in recovering the amount due you.

The records of the State Highway Commission reveal that this contract was completed by Lindstrom Brothers on July 8, 1953 and that the work was formally accepted by the Highway Commission on August 6, 1953; also that the warrant covering final payment for work performed was mailed from this office on April 13, 1954.

The Oregon Statutes provide a procedure for the protection of claimants against public contracts. I enclose a mimeographed copy of the excerpts from the laws covering this feature. You will note that in order to hold the contractor's bond responsible for payment of claims, notice of the claim should be filed with the Secretary of State, insofar as State Highway Contracts are concerned, prior to the expiration of a period of six months from date of completion of the project and acceptance of the work by the contracting body, in this instance it would be the State Highway Commission. If such filing is not made, then the bond given by the contractor is automatically released from liability. Mr. Lichty's statement to you is correct in that respect.

Circumstances being such as they are, it appears to us that the only recourse that you have is action of some kind against the prime contractor, Lindstrom Brothers, Inc.

Trusting that you will be able to make satisfactory settlement with Lindstrom Brothers, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

[illegible]

#3438

[redacted]
S. E. 39th Ave. #2

Telephone: [redacted]
FI 7711

TRI-STATE PAINTING COMPANY

CONTRACT PAINTING

TOWERS ★ TANKS ★ SPRAY PAINTING ★ INTERIOR AND EXTERIOR DECORATING

PORTLAND 1[illegible], OREGON

April 28, 1954

Oregon State Highway Department
Salem, Oregon

Attn: H. B. Glaisyer, Secretary

Dear Sir:

This firm was the Sub-Contractor on the Sandblasting and Painting of the SNAKE RIVER BRIDGE, Payette, Idaho, in 1953; Lindstrom Bros., Inc., Portland, Oregon being the Prime Contractors. Our contract with them for the afore-mentioned details totaled, $ 13,560.00 of which amount, a balance of $ 4,620.26 remains.

Upon notifying their bonding company, represented by, Mr. Lichty, we were informed that the expiration date for filing claim was February 6, 1954 and that he was not advised until February 23, 1954 and we could not look to the bonding company for payment.

Is there any possible manner in which your office can assist us to recover this sum of money?

Our firm, being comparatively small yet sound, wish to maintain that standard.

Any cooperation or suggestions from your office will be greatly appreciated. With that in mind, we anticipate your understanding in this instance will justify an early reply.

Very truly yours,

TRI-STATE PAINTING COMPANY

John R Kreiter
John R. Kreiter

ANSWERED
H. B. GLAISYER

JRK:km

completed July 8 53
accepted Jan 6 54
final mailed 4-13-54

S-301(1)

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 9, 1954

(CONTRACT NO.) 3438
3438

(EST. NO.)
30-final

(CONTRACTOR)
LINDSTROM BROS. INC.
Assigned to Continental Cas. Co.

(VOUCHER NO.)
6839

(WARRANT NO.)
R-91685

(AMOUNT)
$ 13,814.50

(DATE)
4/9/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1951

Time Extensions: to July 31, 1953 without penalty

Completion Date: July 8, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: There is still a claim unsatisfied filed by W.R.Ginther for damages to irrigation system.

Remarks:

Mr. Enfield authorized release of final payment notwithstanding the fact that the Ginther claim is on file and unsatisfied.

Date: 4-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: To Surety

RECEIVED
APR 12 1954
FOR FILING

uns Lemb

April 7, 1954

Mr. John Lichty, Attorney
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Reference is made to your letter of April 6 concerning payment in connection with the Lindstrom Brothers Contract No. 3438 for construction of the Snake River Bridge at Payette. I have consulted with the Chief Counsel regarding the Ginther claim, and we have decided to release the final payment to Lindstrom Brothers notwithstanding the fact that this claim is on file and remains unsatisfied. Instructions are being given the auditor to release the payment immediately and to mail the warrant to you in conformity with the assignment given you by Lindstrom Brothers.

Mr. Enfield, the Chief Counsel, partially agrees with your line of reasoning as mentioned in the second paragraph of your letter, but not fully because of the provisions contained in the Highway Commission's contract agreement and bond form. Nevertheless, we are releasing the balance due.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc Floyd Query
C. H. Maison

NOTED
F. QUERY

NOTED ON CARD

R

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON

TELEPHONE ATWATER 8478

April 6, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer: Re: Contract No. 3438 - Lindstrom Brothers

I have your letter of April 5.

On behalf of the Continental Casualty Company, I request that the Commission remit to the Continental Casualty Company, in care of myself, the moneys due Lindstrom Brothers in connection with this job, notwithstanding the unsatisfied claim of W. R. Ginther.

I believe your attorney will advise you that the Commission only has the power given by the statute relative to withholding moneys and that is for the protection of unpaid laborers or materialmen. The claim for damages for the loss of irrigation water manifestly does not come within the provisions of the statute or the contract. Any claim of this character is purely a personal claim against Lindstrom Brothers, and the bond is in no way responsible for it, nor is the balance of the contract price in any way a trust fund for the protection of persons who are claiming damages for a tort, or even for breach of a contract.

Yours very truly,

John Lichty bd

John Lichty

JL:BD

RECEIVED
APR 7 1954
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
APR 6 1954
FOR FILING

[illegible]

3438

mrs Lewis

April 5, 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

I acknowledge your letter of March 29, 1954 and the "Receipt and Release" and the "Waiver and Release of Lien" transmitted therewith whereby the U. S. Steel Corporation releases its claim against Lindstrom Brothers for construction of a bridge over the Snake River at Payette, Idaho, State Highway Contract No. 3438.

This appears to satisfy the claim of the U. S. Steel Corporation; however, our records show that there still is outstanding a claim filed with the Secretary of State by W. R. Ginther for damages sustained by loss of irrigation water in the sum of $324.60. When this has been satisfied, we will be glad to remit to the Continental Casualty Company, in care of yourself, the remaining monies due Lindstrom Brothers in connection with this job pursuant to the provisions of the assignment which Lindstrom Brothers gave the Continental Casualty Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

NOTED ON CARD
[illegible]

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON

TELEPHONE ATWATER 8478

March 29, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: Contract No. 3438
Snake River Bridge
Lindstrom Brothers

I enclose herewith Receipt and Release and Waiver and Release of Lien executed by the American Bridge Division of the U. S. Steel Corporation releasing claim filed with you under the above contract. It is my understanding that this is the only claim remaining unreleased, and I respectfully request that you forward draft to me, pursuant to the assignment executed to the Continental Casualty Company by Lindstrom Brothers.

Yours very truly,

John Lichty bd

John Lichty

JL:BD
Enclosures

ACKNOWLEDGED
H. B. GLAISYER

[illegible]

RECEIVED
MAR 30 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIPT AND RELEASE

RECEIVED of the Continental Casualty Company, a corporation incorporated under the laws of the State of Illinois, with principal offices at 310 South Michigan Avenue, Chicago, Illinois, the sum of $60,569.81, the receipt of which this instrument shall be conclusive evidence.

THE UNDERSIGNED hereby acknowledge said sum to be a compromise settlement and payment in full release, final discharge, and acquittance of any and all accounts, claims, demands, suits, actions, choses in action, causes of action, judgments, liens and liability of any kind or character whatsoever, in law or in equity, that the undersigned now has or may hereafter acquire against the said Continental Casualty Company on account of that certain bond in the amount of $444,705.00 executed by the said Continental Casualty Company as surety, wherein Lindstrom Brothers, Inc., with offices at Portland, Oregon, is principal, which bond is dated the 15th day of November, 1950, and runs to State Highway Department, State of Oregon Obligee, and guarantees the payment of all persons supplying labor and material in the prosecution of the work provided for in a contract for construction of State Highway Contract No. 3438, Payette (Snake River) Section of the Old Oregon Trail in Malheur County, Oregon

THIS INSTRUMENT is binding upon the heirs, executors, administrators, successors, and assigns of the parties hereto as well as the parties themselves.

SIGNED, SEALED and DELIVERED this 18th day of March, 1954.

WITNESSES:

Assistant Secretary

AMERICAN BRIDGE DIV., U.S. STEEL CORPORATION

(SEAL)
Vice President, Division

STATE OF PENNSYLVANIA)
) SS.
COUNTY OF ALLEGHENY)

On the 18th day of March, 1954, before me personally came N. B. Obbard, to me known and known to me to be the person described above, and who having authority to do so executed the foregoing instrument

70347

310 South Michigan Avenue, Chicago, Illinois, the sum of $60,569.81, the receipt of which this instrument shall be conclusive evidence.

THE UNDERSIGNED hereby acknowledge said sum to be a compromise settlement and payment in full release, final discharge, and acquittance of any and all accounts, claims, demands, suits, actions, choses in action, causes of action, judgments, liens and liability of any kind or character whatsoever, in law or in equity, that the undersigned now has or may hereafter acquire against the said Continental Casualty Company on account of that certain bond in the amount of $444,705.00 executed by the said Continental Casualty Company as surety, wherein Lindstrom Brothers, Inc., with offices at Portland, Oregon, is principal, which bond is dated the 15th day of November, 1950, and runs to State Highway Department, State of Oregon Obligee, and guarantees the payment of all persons supplying labor and material in the prosecution of the work provided for in a contract for construction of State Highway Contract No. 3438, Payette (Snake River) Section of the Old Oregon Trail in Malheur County, Oregon

THIS INSTRUMENT is binding upon the heirs, executors, administrators, successors, and assigns of the parties hereto as well as the parties themselves.

SIGNED, SEALED and DELIVERED this 18th day of March, 1954.

WITNESSES:

Assistant Secretary

AMERICAN BRIDGE DIV., U.S.STEEL CORPORATION

N. B. Obbard (SEAL)
Vice President, Division

STATE OF PENNSYLVANIA)
) SS.
COUNTY OF ALLEGHENY)

On the 18th day of March, 1954, before me personally came N. B. Obbard, to me known and known to me to be the person described above, and who having authority to do so executed the foregoing instrument, and he thereupon acknowledged to me that he executed same.

70347

Notary Public

My commission expires: February 15, 1957

WAIVER AND RELEASE OF LIEN

WHEREAS, the Undersigned, American Bridge Division, United States Steel Corporation, has furnished to Lindstrom Brothers, Inc. structural steel including fabrication, delivery and erection for State Highway Contract No. 3438, Payette (Snake River) Section of the Old Oregon Trail in Malheur County, Oregon.

NOW, THEREFORE, the Undersigned, American Bridge Division, United States Steel Corporation, for and in consideration of $60,569.81, and other good and valuable consideration, the receipt whereof is hereby acknowledged, do hereby waive and release any and all liens, or right to or claim of lien, on the above described contract and premises, under any law, common or statutory, on account of labor or materials, or both, heretofore or hereafter furnished by the Undersigned to or for the account of said Lindstrom Brothers, Inc. for said contract and premises.

Given under our hand and seal this 18th day of March, 1954.

AMERICAN BRIDGE DIVISION,
UNITED STATES STEEL CORPORATION

By: RAShaw
Title: Treasurer, Division

STATE OF PENNSYLVANIA)
) SS.
COUNTY OF ALLEGHENY)

I, Parks R. Garrett, a Notary Public, in and for said State and County, hereby certify that R. A. Shaw
(Name of Deponent)

whose name as Treasurer, Division of AMERICAN BRIDGE DIV, U.S.STEEL CORP.
(Title of Office) (Name of Supplier)

______________ is signed to the foregoing instrument, and who is known to me, acknowledged before me this day that he, with full authority, executed the foregoing instrument voluntarily for and as the act of said AMERICAN BRIDGE DIV., U.S.STEEL CORP.
(Name of Supplier)

______________.

Given under my hand and seal this 18th day of March , [illegible] Highway Contract No. 3438, Fayette (Snake River) Section of the Old Oregon Trail in Malheur County, Oregon.

NOW, THEREFORE, the Undersigned, American Bridge Division, United States Steel Corporation, for and in consideration of $60,569.81, and other good and valuable consideration, the receipt whereof is hereby acknowledged, do hereby waive and release any and all liens, or right to or claim of lien, on the above described contract and premises, under any law, common or statutory, on account of labor or materials, or both, heretofore or hereafter furnished by the Undersigned to or for the account of said Lindstrom Brothers, Inc. for said contract and premises.

Given under our hand and seal this 18th day of March, 1954.

AMERICAN BRIDGE DIVISION,
UNITED STATES STEEL CORPORATION

By: R A Shaw
Title: Treasurer, Division

STATE OF PENNSYLVANIA)
) SS.
COUNTY OF ALLEGHENY)

I, Parks R. Garrett, a Notary Public, in and for said State and County, hereby certify that R. A. Shaw
(Name of Deponent)
whose name as Treasurer, Division of AMERICAN BRIDGE DIV, U.S.STEEL CORP.
(Title of Office) (Name of Supplier)
______________ is signed to the foregoing instrument, and who is known to me, acknowledged before me this day that he, with full authority, executed the foregoing instrument voluntarily for and as the act of said AMERICAN BRIDGE DIV., U.S.STEEL CORP.
(Name of Supplier)
______________________.

Given under my hand and seal this 18th day of March, 1954.

Parks R Garrett
Notary Public

My commission expires: February 15, 1957

RECEIVED
MAR 11 1954
FOR FILING

Salem, Oregon
March 11, 1954

C. H. Maison
Accounting Division

Dear Mr. Maison:

Lindstrom Brothers has assigned to the Continental Casualty Company all monies now due or which may hereafter become due them in connection with State Highway Contract No. 3715,for construction of the FieldsBridge in Clackamas County, and Contract No. 3438 for construction of the Snake River Bridge at Payette. The warrants in connection with both jobs when ready for delivery should be sent to Mr. John Lichty, Attorney for the Continental Casualty Company, whose address is Failing Building, Portland 4, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
FOR FILING

5-301(1)

3438

March 8, 1954

Mr. John Lichty

Attorney-at-Law
Failing Building
Portland 4, Oregon

In contract
3438

Dear Mr. Lichty:

Reply is made to your letter of March 4 concerning Lindstrom Brothers' Contracts Nos. 3715 and 3438.

In the first paragraph of your letter, you ask that warrants covering payments to Lindstrom Brothers in connection with these jobs be delivered to you as the proper representative of the Continental Casualty Company which appears as surety on the bond furnished by Lindstrom Brothers in connection with both jobs. We shall be glad to comply with your request.

In the second paragraph, you mention claims filed against the Snake River Bridge job and you state that you have advice of only two that are unsatisfied, being those of the American Bridge Co. and the Ontario Sand and Gravel Company. Our record shows the claim of the American Bridge Co. in the amount of $61,447.09; that of W. R. Ginther in the amount of $330.60, and the claim of the Ontario Ready-Mix Co. in the amount of $3,725.75. This latter claim has been satisfied. We do not have a record of the claim of the Ontario Sand and Gravel Co.

In the third paragraph of your letter, you request information concerning claims against the Dee Bridge project over the East Fork of Hood River. The only claim on record against this job is that of the Portland Wire and Iron Works in the amount of $3,042.21, which was filed on February 18, 1954. This contract was accepted by the Highway Commission on January 21, 1953.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
MAR 1 1954
FOR FILING

5-[illegible](1)

34[illegible]

March [illegible], 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland, Oregon

Dear Mr. Lichty:

I wish to acknowledge your letter of February 25, 1954 transmitting the assignments in quadruplicate given by Lindstrom Brothers to the Continental Casualty Company of all monies due or which may hereafter become due them in connection with the following state highway contracts: No. 37[illegible]5 for construction of the Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County and No. 34[illegible] for construction of the Snake River Bridge on the Payette Section of the Old Oregon Trail Highway in Malheur County. These assignments appear to be in proper form, and we will be pleased to honor them when making future payments in connection with these jobs. Please advise to whom the warrants should be delivered.

You also forwarded with your letter a release from the Mercer Steel Company, Inc., of its claim against the Fields Bridge contract. I wish to thank you for this information which is being noted on the record of this job. According to our files there remains only one claim against this particular contract, being that of Hogan, Taylor and Company, which you state that you are paying and will forward release to me as soon as you get it from this concern. Our records show a number of unpaid claims against the other job.

Respectfully yours,

cc - C. H. Watson
Floyd Query

Secretary
OREGON STATE HIGHWAY COMM.

H:C:hr

Mr. Watson: I attach three executed copies of each of the assignments referred to in the above letter. One copy of each assignment is for de-

3-2-54

livery to the Secretary of State. I have the original of each for the Commission's records. If you can't use the other tow, you might return them to me, and I will attach them to the job files. There are a number of claims outstanding against the Fayette Bridge job although there is only one additional claim against the Fields Bridge job which Mr. Lichty states in his letter is being paid. As soon as I receive a release from the claimant, I will let you know, and you will then be authorized to pay the final on that job.

HBG

Mr. Query: I attach hereto the original of both assignments mentioned in the above letter. These should be noted on the respective cards and should then be filed in the contract to which each refers. I also attach the release from the Mercer Steel Company of its claim against the Fields Bridge job. This also should be noted on the card. It is not necessary to write the customary letters in view of the fact that payment of claims is being handled by the surety to whom future payments in connection with both jobs will be made.

HBG

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

February 25, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer, Secretary

Gentlemen:

I return herewith the forms of Assignments of Claim executed by Lindstrom Brothers covering the Payette and Fields Bridges.

We have paid the claims against the Fields Bridge job and I enclose herewith the receipt and release of Mercer Steel Company. I will secure the release of the Logan & Taylor claim and forward it as soon as it is received.

Yours very truly,

John Lichty

JL:BD
Enclosures

RECEIVED
FEB 26 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

2-25-54

RECEIVED
FEB 5 - 1954
FOR FILING

February 5, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Please be advised that the final payment to be released to Lindstrom Bros.,Inc. for work performed on contract No. 3438, covering the Payette (Snake River) Section on the Old Oregon Trail in Malheur County, has been revised since we notified you on November 27, 1953.

The revised final payment is in the amount of $13,814.50 and will be released to the contractor as soon as evidence has been furnished this office that all outstanding claims have been satisfied. The revised total amount of the contract is now $444,135.00, of which amount $211.31 represents force account items.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. [illegible]. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 5 - 1954
FOR FILING

[illegible]

[illegible]

February 4, 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Reference is made to your letter of February 3, 1954 concerning payment of the balance due Lindstrom Brothers in connection with State Highway Contracts Nos. 3438 and 3715 for construction of the Snake River Bridge and the Fields Bridge respectively.

It is noted that Lindstrom Brothers desires to assign to the Continental Casualty Company all monies now due or which may hereafter become due in connection with these jobs. We will be pleased to honor the assignments prepared on the Highway Commission's standard form. I have prepared and am enclosing assignment forms in quintuplet. Please have Lindstrom Brothers execute all copies and return the original and one copy of each to me for further handling. Future payments in connection with both contracts will then be made in conformity with the provisions of the assignments.

In the second paragraph of your letter you request that the drafts in settlement of these contracts be mailed to you at the earliest possible opportunity. We will be glad to follow your instructions, but we cannot release further payments in connection with either of these jobs until we have evidence that the claims on file against them have been satisfied. Receipts from the several claimants will meet our requirements.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc
cc: C. H. Maison (2)
F. Query

Mr. Maison:
I believe that you already have been requested to hold up payments in connection with the projects mentioned in the above letter. Will you kindly continue to withhold them until further advised by this office.

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

February 3, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

I thank you for your letter of recent date giving me the details of contract balances and claims filed against Lindstrom Brothers, and enclose herewith assignments assigning to their surety company, Continental Casualty Company, balances due under Contracts No. 3438 and 3715, which I believe are for the Snake River Bridge and the Fields Bridge, respectively.

Representing the surety company, I am entering on payment of the claims and would appreciate having the drafts in settlement of these contracts mailed to me at the earliest opportunity.

If you would prefer to do it and will send me your official form for assignment, I will have Lindstrom Brothers execute that.

Lindstroms advise me that the final on the Snake River Bridge is now ready, with the exception of some small extras which are being processed.

Yours very truly,

John Lichty

JL:BB
Enclosures 2

ANSWERED
H B GLAISYER

ASSIGNMENT

The undersigned does hereby assign and set over unto Continental Casualty Company all sums due or to become due from the State of Oregon under Contract No. 3438 for work on the Snake River Bridge at Payette.

Dated this [illegible] day of [illegible], 1954.

LINDSTROM [illegible]

By E. W. Lindstrom Pres.

RECEIVED
FOR FILING

3428

January 26, 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

This is in reply to your letter of January 25 requesting certain information on three contracts awarded to Lindstrom Brothers.

Contract No. 3428 for work on the Snake River Bridge at Payette on the Old Oregon Trail was completed July 8, 1953 and accepted by the Commission on August 6, 1953. The amount of the contract has been determined at $443,764.32. We are holding a warrant for semi-final payment in the amount of $21,583.68 and we are advised that final payment will be approximately $13,800. This amount may be $100.00 more or less, depending on the status of an item in the contract. We have record of the following unsatisfied claims: American Bridge Division - $61,447.09.

Contract No. 3715 for grading, surfacing and construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Road in Clackamas County was completed August 18 and accepted by the Commission on September 24, 1953. Final contract amount has been determined at $124,284.25. The amount being retained on the final payment is $11,3[illegible].25 According to our records the following claims are unsatisfied: Mercer Steel Company - $11,003.30; Logan, Taylor and Company - $4,837.41.

Contract No. 3587 for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake Hood River County Road was completed December 23, 1952, and accepted by the Commission on January 21, 1953. The total amount of the contract is $58,086.64, and final payment was mailed to the contractor on May 21, 1953, so there is no money retained by the State. On July 13, 1953, we received a notice of claim by Mercer Steel Company against this contract in the sum of $4,993.13.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

Query
please get me information
for a reply, JHB

January 25, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

I represent the Continental Casualty Company, the surety on several bonds of Lindstrom Brothers running to the State of Oregon.

My company lists State Highway Contracts Nos. 3438, 3715 and 3587. I believe the first of these contracts involves the construction of the bridge across the Snake River at Payette. Just what the other two contracts involve I have not been able to gather from the file. However, I believe one of them is for a bridge which is designated as Fields Bridge near Oregon City. If this is true, let me know which contract covers this bridge, and also what is involved under the other contract above numbered.

I would like to know the present status of all of these jobs, and particularly the amount retained by the State under estimates. I would also appreciate advice as to claims filed by any claimants against these bonds. I realize this may involve considerable search and time, but I would appreciate advice as soon as possible.

Thanking you for your courtesy, I remain,

Yours very truly,

John Lichty

JL:BD

E-133 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

301 (1)

3425

December 9, 1953

Mr. Max S. Taggart
Attorney
Wilson Building
Ontario, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of December 3, addressed to Mr. Williams and concerning the damage claim of W. R. Ginther.

The responsibility for the damage sustained by Mr. Ginther lies with the contractor, who is Lindstrom Bros., Inc., 3424 S. E. 174th Street, Portland 66, Oregon. We have official notice of this claim, which has been filed with the Secretary of State. The final estimate to the contractor will not be paid until the claim has been adjusted. This is a relatively small claim, and we have again contacted the contractor urging him to settle the matter immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Lindstrom Bros., Inc.
3424 S. E. 174th Street
Portland 66, Oregon

Continental Casualty Company
C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

W. C. Williams

LAW OFFICES OF
MAX S. TAGGART
WILSON BUILDING
ONTARIO, OREGON

December 3, 1953

Mr. W. C. Williams
Asst Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am representing Mr. W. R. Ginther, 1610 N. 6th Street, Payette, Idaho, who has a damage claim arising out of Contract No. 3438 for work on the Payette bridge, Lindstrom Bros. being the general contractor. He has had some former correspondence with your office, the last letter being from you dated September 3rd. He was formerly represented by Mr. McClure at Payette who has forwarded the matter to me because of my Oregon residence.

This claim dates from May 14, 1951. I understand that Mr. Ginther has explained the delay in making direct claim because of his reporting the matter to the contractor who took no action, to the subcontractor who took no action, to Mr. Johnson your resident engineer and apparently reported favorably that the claim should be allowed; to Mr. Brunner, the Idaho right-of-way agent, who reported the matter favorably. More recently the matter has apparently been in the hands of your Mr. Gardner of the Bridge Department in Salem. The fact that this has been a joint Oregon-Idaho project, with the situs of the claim on the Idaho side of the river,appears to have caused confusion and delay.

On September 1st Mr. Glaiser forwarded to the claimant forms and instructions for a claim under OCLA 98-101, which forms were executed and per instructions were sent to the Secretary of State who acknowledged receipt to McClure & McClure at Payette on September 14, 1953. It occurs to me that the fact that this notice of claim has been so filed has not come to your attention. It also occurs to me that the claim is not properly filed under the statute mentioned inasmuch as the claimant is not a laborer or materialman etc; that since it is a damage claim it should be handled in some other manner.

Nevertheless this appears to be a just claim as your files will show and should be honored by the proper party. It will be appreciated if you will advise of the present status and whether or not the claim can be pursued through the Highway Department. It is a small matter and the contractors should recognise their responsibility without legal action. Any courtesy you can extend to Mr. Ginther will be appreciated.

Yours very truly,

Max S. Taggart

MAX S. TAGGART

[illegible] FILING

S-391(1)

file

Law Offices of

Max S. Taggart

Wilson Building
Ontario, Oregon

C
O
P
Y

December 3, 1953

Mr. W. C. Williams
Asst. Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am representing Mr. W. R. Ginther, 1610 N. 6th Street, Payette, Idaho, who has a damage claim arising out of Contract No. 3438 for work on the Payette bridge, Lindstrom Bros. being the general contractor. He has had some former correspondence with your office, the last letter being from you dated September 3rd. He was formerly represented by Mr. McClure at Payette who has forwarded the matter to me because of my Oregon residence.

This claim dates from May 14, 1951. I understand that Mr. Ginther has explained the delay in making direct claim because of his reporting the matter to the contractor who took no action, to the subcontractor who took no action, to Mr. Johnson your resident engineer and apparently reported favorably that the claim should be allowed; to Mr. Brunner, the Idaho right-of-way agent, who reported the matter favorably. More recently the matter has apparently been in the hands of your Mr. Gardner of the Bridge Department in Salem. The fact that this has been a joint Oregon-Idaho project, with the situs of the claim on the Idaho side of the river, appears to have caused confusion and delay.

On September 1st Mr. Glaiser forwarded to the claimant forms and instructions for a claim under OCLA 98-101, which forms were executed and per instructions were sent to the Secretary of State who acknowledged receipt to McClure & McClure at Payette on September 14, 1953. It occurs to me that the fact that this notice of claim has been so filed has not come to your attention. It also occurs to me that the claim is not properly filed under the statute mentioned inasmuch as the claimant is not a laborer or materialman etc; that since it is a damage claim it should be handled in some other manner.

Nevertheless this appears to be a just claim as your files will show and should be honored by the proper party. It will be appreciated if you will advise of the present status and whether or not the claim can be pursued through the Highway Department. It is a small matter and the contractors should recognise their responsibility without legal action. Any courtesy you can extend to Mr. Ginther will be appreciated.

Yours very truly,

(sgd) Max S. Taggart

Max S. Taggart

Original referred
to Mr. Payne
by [illegible] to handle

RECEIVED
DEC 1 - 1953
FOR FILING

3-301(1)

3437

November 27, 1953

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

State highway contract No. 3438 for work performed on the Payette (Snake River) Section of the Old Oregon Trail in Malheur County was completed by the contractor, Lindstrom Bros. on July 8, 1953 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $13,443.82 will be released to the contractor after all claims have been satisfied and this office notified. The total contract amount is $443,764.32 of which amount $211.31 represents force account items.

There are claims filed against this project, of which you have been previously notified as follows: American Bridge Div. in the amount of $61,322.09; W. R. Ginther in the amount of $324.74.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
cc - Continental Casualty Company
Warner M. Brace
152 Denny Way
Seattle 9, Wash.

Continental Casualty Company
C. A. Tomassone & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

11-27-53 rn

[illegible]CEIVED
DEC 1 - 1953
FOR FILING

Lewis

5-301(1)

3427

November 27, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

Thank you for your letter of November 24 advising us that the Ontario Ready Mix Company has notified your office that their claim in the sum of $3,725.75 against Lindstrom Brothers' Contract No. 3438 has been paid. Your letter bears your file No. 3416.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 24, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of the letter received today from Ontario Ready Mix Co. Inc., advising that their claim in the sum of $3725.75, against the bond taken from Lindstrom Bros. has been released and discharged, our file No. 3416, State Highway Contract No. 3416.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

RECEIVED
NOV 25 1953
OREGON
STATE HIGHWAY COMMISSION

11-24-53

Lewis

RECEIVED
DEC 1 - 1953
FOR FILING

S-3016

3431

November 27, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a copy of a letter sent to the Secretary of State by Ontario Ready Mix Company in which they write as follows:

"We hereby acknowledge receipt of $3725.75 in consideration of our account with Lindstrom Bros. We hereby release and discharge the claim filed with your office September 21, 1953."

This has to do with State Highway Contract No. 3438 awarded to Lindstrom Brothers, Inc., for work on the Snake River Bridge on the Old Oregon Trail in Malheur County.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - C. A. Tomassens & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
73[illegible]5 N. E. Broadway
Portland, Oregon

Mr. Warner H. Bruce
152 Denny Way
Seattle 9, Washington

[illegible]

11-27-53

NCRETE TO MEET
YOUR SPECIFICATIONS

COPY

PHONE 506 W
P. O. BOX 787

ONTARIO READY-MIX CO.

Ready Mixed Concrete
Ontario, Oregon

November 23, 1953

Secretary of State
Salem, Oregon

Re; Claim on State Highway
Contract No. 3438

File No. 3416

Gentlemen:

We hereby acknwoledge receipt of $3725.06 in consideration of our account with Lindstrom Bros. We hereby release and discharge the claim filed with your office September 21, 1953.

Very truly yours,

A. H. MOTT

Ontario Ready Mix Co.,Inc.

CEIVED
FOR FILING

10

3438

Lewis

September 29, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Edith Libby

Dear Sir:

Thank you for submitting to this office three copies of a claim filed with the Secretary of State by the American Bridge Division of the United States Steel Corporation for steel furnished for the Snake River Bridge under Lindstrom Bros., Inc., Contract No. 3438, your file No. 3417. This claim was in the sum of $61,447.09.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
9-29-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 28, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by American Bridge Division, United States Steel Corporation, for the fabrication, furnishing and erection of steel in connection with the construction of the Snake River Bridge, in the sum of $61,447.09 against the bond taken from Lindstrom Bros. Inc., Principal, and Continental Casualty Co. Surety, for work on the Snake River Bridge on the Old Oregon Trail in Malheur County, Oregon, State Highway Contract No. 3438, our file No. 3417.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

RECEIVED
FOR FILING

3431

Lewis

September 29, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the American Bridge Division of the United States Steel Corporation for furnishing and erecting steel on the Snake River Bridge under State Highway Contract No. 3432, awarded to Lindstrom Brothers, Inc., The claim is in the sum of $61,447.09.

We provide~~d~~ this information as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

[illegible]

AMERICAN BRIDGE
Division

UNITED STATES STEEL CORPORATION

525 William Penn Place
Pittsburgh 30, Pa.

R. A. Shaw
Treasurer

L. F. Raup
Assistant Treasurer

Parks R. Garrett
Credit Manager

September 24, 1953

To: Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

NOTICE IS HEREBY GIVEN that the undersigned, American Bridge Division, United States Steel Corporation, has a claim for the fabrication, furnishing and erection of steel in connection with the construction of the Snake River Bridge, Malheur County, Oregon, by the undersigned and its predecessors, American Bridge Company, Virginia Bridge Company and United States Steel Company, in the sum of Sixty-One Thousand, Four Hundred Forty-Seven Dollars and Nine Cents ($61,447.09) against the bond taken from Lindstrom Bros., Inc., principal, and Continental Casualty Co., sureties, for work on the Snake River Bridge on the Old Oregon Trail in Malheur County, Oregon, State Highway Contract No. 34[illegible].

Very truly yours,

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL CORPORATION

By R. A. SHAW
Treasurer, Division

ENDORSED
File No. 3417
Filed Sept. 28, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
SEP 25 1953
FOR FILING

2425

Lewis

September 23, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Ontario Ready-Mix Company against Lindstrom Brothers on State Highway Contract No. 3438 for work on the Snake River Bridge at Payette. This claim is in the sum of $3,725.75 for pouring of concrete on the Snake River Bridge.

We furnish this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomaskene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

9-23-53 gl

Ontario, Oregon

September [illegible], 1953

To Secretary Of State

Salem, Oregon

State Highway Contract
No. 34[illegible]

Notice is hereby given that the undersigned, OntarioReady-Mix Company has a claim for Ready-Mix concrete, in the sum of $3,725.75 against the bond taken from The Continental Casualty Company thruugh C.A.Tomassene and Sons for the work of pouring concrete on the Snake River Bridge at Payette, Idaho.

Ontario Ready-Mix Company

by ----A. H. [illegible]----------Sec.

Subscribed and sworn to before me this [illegible] day of September 1953

T. A. [illegible]
Notary Public for Oregon
My Com. Expires [illegible]

(SEAL)

cc
Secretary of State
Oregon State Highway Com.
Lindstrom Brothers
Contenental Casualty Co.
Tomassene and Sons

ENDORSED
File No. 3416
Filed Sept. [illegible], 1953.
EARL T. NEWBRY, Secretary of State

RECEIVED
SEP 25 1953
FOR FILING

S-321(1)

[illegible]

Lewis

September 23, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of September 22 to which was attached three copies of a claim filed with your office by Ontario Ready-Mix Company against Lindstrom Brothers' bond on State Highway Contract No. 3438, your file No. 3416.

This claim is in the sum of $3,725.75.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
9-23-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 22, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of Sept. 21st, a notice of claim by Ontario Ready-Mix Company, for concrete in the sum of $3,725.75 against the bond taken from The Continental Casualty Company through C. A. Tomassene and Sons for the work of pouring concrete on the Snake River Bridge at Payette, Idaho, our file No. 3416.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

[illegible]-22-53.

COPY FOR MR. Williams
H. B. Glaisyer, Secretary

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 22, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of Sept. 21st, a notice of claim by Ontario Ready-Mix Company, for concrete in the sum of $3,725.75 against the bond taken from The Continental Casualty Company through C. A. Tomassene and Sons for the work of puring concrete on the Snake River Bridge at Payette, Idaho, our file No. 3416.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ E. Libby

Clerk
Records Division

NF:M
Enc.

COPY

RECEIVED
SEP 25 1953
FOR FILING

5-301(1)

3438

September 21, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Mr. Newbry:

This is to acknowledge received of three copies of a claim filed with your office by W. R. Ginther of Payette, Idaho, against Lindstrom Brothers on State Highway Contract No. 3438. This claim is in the amount of $324.60 for damages sustained by Mr. Ginther by loss of irrigation water. The claims bears your file No. 3415.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

9-21-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 14, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from McClure & McClure, Attorneys, Payette, Idaho, and filed as of this date a notice of claim by W. R. Ginther for damages sustained by him in connection with Oregon State Highway contract No. 3438, Payette Bridge over Snake River, in the sum of $324.60 against the bond taken from Lindstrom Bros., Principal, and Continental Casualty Company Surety, C. H. Tomassene and Sons, Agent and John Hogan, sub-contractor, our file No. 3415.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

9-11-53

RECEIVED
SEP 25 1953
FOR FILING

Scow

September 21, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a copy of a letter and a claim addressed to the Secretary of State by Ontario Ready-Mix Company concerning their claim in the amount of $3,725.75 against Lindstrom Brothers on State Highway Contract No. 3438.

They state that on August 15 they received a check from Lindstrom Brothers in payment of the claim and sent a release to this office and concerning which we wrote to your company. They now state that the check received has been held a month and is still NSF at the bank. They are, therefore, refiling their claim in the amount of $3,725.75.

We furnish this information as your company appears as surety on the performance bond furnished with the contract No. 343[illegible].

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

NOTED ON CARD

Ontario, Oregon
September 18, 1953

To Secretary Of State
Salem, Oregon
State Highway Contract
No. 3438

3438

Notice is hereby given that the undersigned, OntarioReady-Mix Company has a claim for Ready - Mix concrete, in the sum of $3,725.75 against the bond taken from The Continental Casualty Company thruugh C.A.Tomassene and Sons for the work of pouring concrete on the Snake River Bridge at Fayette, Idaho.

Ontario Ready-Mix Company
by A. H. Mott Sec.

Subscribed and sworn to before me this 19th day of September 1953

Robert R. Sutson
Notary Public for Oregon
My Com. Expires 4-29-55

CC Secretary of State
Oregon State Highway Com.
Lindstrom Brothers
Contenental Casualty Co.
Tomassene and Sons

TO MEET
SPECIFICATIONS

PHONE 506 W
P. O. BOX 787

ONTARIO READY-MIX CO.
READY MIXED CONCRETE
ONTARIO, OREGON

September 18, 1953

Secretary of State
Salem, Oregon

Re; Claim State Highway
Contract no.3438
File no.3389

Gentlemen:

On August 15th 1953 we received a check for the sum of $3,725.75 to cover our claim filed with your office February 20th 1953 on the contract no.3438. Upon receipt of the check we filed a release of our claim with your office as of August 15 th 1953.

We have held this check at the bank for the past thirty days and it is still N S F as of this date. We are therefor filing a new claim on the monies held by the State on the above contract.

Copy of claim enclosed.

Very truly yours,
C. H. Mott
Ontario Ready-Mix Co.

ccState Highway Dept.

RECEIVED
NOV 2 1953
FOR FILING

2435

PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY
GENERAL OFFICE CHICAGO, ILLINOIS

September 11, 1953

Oregon State Highway Dept.
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

Re: SD-37124 - Bond #918230
Lindstrom Bros., Inc. -to-
Oregon State Highway Commission

Gentlemen:

Referring to your letters of August 17, August 21 and September 1, 1953 regarding claims and liens of unpaid suppliers in connection with the contract for which we furnished the above captioned bond, we note that apparently the only lien filed with the State and still pehding against such contract is the claim of American Bridge Company.

We will await your further report.

Yours very truly,

Norbert A. Drake

Norbert A. Drake
Surety Claim Dept.

NAD/mg

[illegible] the [illegible]
[illegible]
for the [illegible] - H.B.

RECEIVED
1953
FOR FILING

4367

September 3, 1953

Mr. W. [illegible] Ginther
1610 N. 6th Street
Payette, Idaho

Dear Sir:

On July 27 we corresponded with you relative to damage claimed to your irrigation system during construction of the approach to the Payette Bridge. We have had this matter investigated and find that due to improperly installed irrigation pipe you were apparently without water for irrigation for a period of approximately 30 days preceding May 14, 1951. It was rather surprising that you waited some two years before submitting the claim for damage, but you are advised that such damage, if it occurred, would be the responsibility of the contractor on the project. The prime contractor was Lindstrom Brothers, whose address is 7335 N. E. Broadway, Portland 16, Oregon, and the subcontractor who put in the irrigation pipe was John Logan, whose address is 3824 N. E. 74th Avenue, Portland 13, Oregon.

We understand that there is an additional damage of $6.00 (incorrectly quoted as $600 in your letter addressed to E. A. Brunner under date of July 18), caused by damage to the irrigation pipe during paving operations. We understand the contractor is willing to pay this amount, if you properly bill him.

I would suggest that you take this matter up immediately with Lindstrom Brothers and ask for settlement of the entire matter. The contractor's final settlement can not be effected until all claims on the job are out of the way.

Very truly yours,

W. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:rm
cc Mr. E. A. Brunner
Right of Way Engineer
Idaho Department of Highways
Boise, Idaho
Mr. G. S. Paxson

July 27, 1953

Mr. W. R. Ginther
1610 N. 6th Street
Payette, Idaho

Dear Sir:

Your letter of July 18 concerning damage to your irrigation system at the south approach to the Payette Bridge has been forwarded to us by the Idaho Department of Highways. We are asking our division engineer for a report on the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:aa G. S. Paxson
cc ~~W. C. Williams~~
G. S. Paxson
E. A. Brunner
Idaho Department of Highways
Boise, Idaho

No. 4367
By [illegible]

MENT

24, 1953

Description: **Letter of July 21 from Idaho Department of Highways, Boise, regarding claim for damages from Mr. Ginther by contractor's operations (Payette Bridge, S-301 (1)). Two copies of the letter by Mr. Ginther to E. H. Brunner dated 7-18-53 attchd.**

Acknowledged by _____ Referred to ____ **Paxson** ______

xx/ Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-28-53 Report received 7-31-53
mc mc

Remarks: [illegible]

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS
ROSCOE C. RICH - CHAIRMAN
LEONARD K. FLOAN - MEMBER
DAVID P. JONES - MEMBER

E. V. MILLER
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS
BOISE, IDAHO

July 21, 1953

S-301(1)
Payette Bridge
Payette County

Mr. R. W. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Prior to construction of the new bridge over the Snake River at Payette, this Department acquired the right of way for the road approach to 6th Street.

One parcel of land was acquired from W. R. Ginther on the East side of 6th Street between Stations 100+26 and 101+41.1.

We now have a letter from Mr. Ginther making a claim for certain damages he sustained by reason of the contractor's operations and two copies of the letter are enclosed for your information and for such action as you desire to take.

Very truly yours,

E. V. MILLER
State Highway Engineer

By: E. H. Brunner
Right of Way Engineer

Encls.

cc: W. R. Ginther

EHB:dh

REFERRED TO
[illegible]

RECEIVED
[illegible]
[illegible] HIGHWAY COMMISSION
[illegible]

[illegible]

[illegible]

Dear Sir,

[illegible] side of [illegible] River [illegible] .00 [illegible] .00 [illegible]

[illegible] water.

[illegible] .00 [illegible]

[illegible]

[illegible]

[illegible],

[illegible]

COPY

RECEIVED

[illegible]

[illegible] HIGHWAY COMMISSION

[illegible] DEPARTMENT

RECEIVED
FOR FILING

Lewis

September 1, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Through the office of the Bridge Department we have been advised of a claim by Mr. W. R. Ginther, Payette, Idaho, against Lindstrom Bros., Inc., on State Highway Contract No. 3438 for work on the Snake River Bridge at Payette.

This claim is in the sum of $330.60 for damages allegedly suffered by Mr. Ginther due to disruption of his irrigation system which took place in the spring of 1951. From the information we have, it appears that Mr. Ginther was without water for about 30 days.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: C. A. Tonnessens & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

cc: Lindstrom Bros., Inc.,
7335 NE Broadway
Portland, Oregon

NOTED ON CARD
9-1-53

RECEIVED
FOR FILING

9-2-53
9-4-53

Lewis

September 1, 1953

Mr. W. R. Ginther
Payette
Idaho

Dear Mr. Ginther:

Mr. C. A. Gardner, Office Engineer of the Bridge Department in Salem, has advised us that you have a claim against Lindstrom Bros., in the amount of $330.60. This claim appears to be for damages to your irrigation system by the contractor in his operations on State Highway Contract No. 3438 for work on the Payette Bridge over the Snake River. This contract was completed July 8th and accepted by the Commission on August 6, 1953.

We do not have many details concerning the claim, but if you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

The Continental Casualty Company through their agent, C. A. Tomassene & Sons, 1002 Cascade Building, Portland 4, Oregon, furnished the performance bond for this contract. We will advise them and also the contractor that your claim has been filed with us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Enc.
cc: C. A. Gardner
    Bridge Department

NOTED ON CARD
9-1-53

RECEIVED
AUG [illegible] 1953
FOR FILING

9-391(1)

3/31

August 25, 1953

Conley & Greene
Attorneys at Law
805 Equitable Building
Portland 4, Oregon

Attention: Mr. James L. Conley

Gentlemen:

In reply to your letter of August 21, State Highway Contract No. 3438, awarded to Lindstrom Brothers, Inc., for work on the Payette (Snake River) Bridge, was completed July 8 and accepted by the Commission on August 6, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

CONLEY & GREENE
ATTORNEYS AT LAW
805 EQUITABLE BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 7291

JAMES L. CONLEY
THOMAS G. GREENE

August 21, 1953

3438

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Would you be good enough to give us the date of completion and the date of acceptance of what is known as the Payette Bridge Job at Payette, Idaho?

Very truly yours,

CONLEY & GREENE

By: James L. Conley (h)
James L. Conley

JLC:mk

RECEIVED
AUG 24 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 25 1953
FOR FILING

3458

Lewi

August 21, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

Thank you for your letter of August 19 to which was attached a copy of a letter from Ontario Ready-Mix Company releasing their claim against Lindstrom Brothers on Contract No. 3430, your file No. 3389.

Respectfully yours

Secretary

FAQ:md

NOTED ON CARD
8-31-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 19, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of the letter from the Ontario Ready-Mix Company showing the release of their claim under our file No. 3389.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Notarial Dept.

NF:K
Enc.

[illegible]

8-19-53

EARL T. NEWBRY

[redacted]
Secretary of State
SALEM, OREGON

ONTARIO READY-MIX CO.
Ready Mixed Concrete
Ontario, Oregon

August 15, 1953

Secretary of State
Salem, Oregon

Re. Claim, State Highway Contract
No. 3438
File No. 3389

COPY

Gentlemen:

We hereby acknowledge receipt of $3,725.00 in consideration of our account with Lidstrom Brothers.

We hereby release and discharge the claim filed with your office February 20, 1953.

Ontario Ready Mix Co. Inc.

A. H. MOTT, Sec.

RECEIVED
AUG 25 1953
FOR FILING

Lewis

August 21, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Re: State Highway Contract No. 3438
Lindstrom Brothers, Inc.

Gentlemen:

A letter from the Ontario Ready-Mix Company has been forwarded by the Secretary of State to this office. The Ready-Mix Company letter reads as follows:

"We hereby acknowledge receipt of $3,725.00 in consideration of our account with Lindstrom Brothers.

"We hereby release and discharge the claim filed with your office February 20, 1953."

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - Mr. Warner [illegible]. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
414 Wilcox Building
Portland 4, Oregon

Lindstrom Brothers, Inc.
7335 N. E. Broadway
Portland, Oregon

NOTED ON CARD
8-21-53

RECEIVED
FOR FILING

COPY FOR: Baldock

COPY

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON
August 19, 1953

Mr. H. B. Glaisyer, Secretary
~~Oregon~~ State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of the letter from the Ontario Ready-Mix Company showing the release of their claim under our file No. 3389.

Very truly yours,

EARL T. NEWBRY
Secretary of State

/s/ E. Libby
By
Clerk, Notarial Dept.

[illegible]
Enc.

ONTARIO READY-MIX CO.

Ready Mixed Concrete

Ontario, Oregon

August 15, 1953

Secretary of State
Salem, Oregon

Re: Claim, State Highway Contract
No. 3438
File No. 3389

Gentlemen:

We hereby acknowledge receipt of $3,725.00 in consideration of our account with Lidstrom Brothers.

We hereby release and discharge the claim filed with your office February 20, 1953.

Ontario Ready Mix Co. Inc.

A. L. MOTT, Sec.

COPY

NOTED
State Highway Engineer

RECEIVED
FOR FILING

3438

Lewis

August 17, 1953

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Attention Mr. H. D. Mercer

Gentlemen:

Thank you for your letter of August 14th which you state your claim against Lindstrom Brothers on Contract No. 3438 has been satisfied.

We will advise the contractor and the surety that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

August 14, 1953

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer ✓
Secretary

Subject: Snake River Bridge
Payette, Idaho
Contract 3488

Gentlemen:

3438

This is to advise that our claim against Lindstrom Bros. for work performed on the Snake River Bridge at Payette, Contract Number ~~3488~~, has been satisfied and it will be in order for you to release their check.

Very truly yours,
MERCER STEEL COMPANY, INC.

H. D. Mercer Pres.

H. D. MERCER

R

REFERRED TO [illegible]

[illegible]

Lewis

RECEIVED
FOR FILING

August 17, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from Mercer Steel Company, Inc., in which they write as follows:

"This is to advise that our claim against Lindstrom Bros. for work performed on the Snake River Bridge at Payette, Contract Number 3488 (3438), has been satisfied . . . "

This is in connection with a claim filed in this office by Mercer Steel Company on June 13 and concerning which we wrote to you on July 16.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - G. A. Tomasseno & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

CEIVED
AUG 12 1953
FOR FILING

S-301(1)

[illegible]

Lewis

August 12, 1953

American Bridge Division
United States Steel Corporation
525 William Penn Place
Pittsburgh 30, Pennsylvania

Attention: Mr. Parks R. Garrett

Gentlemen:

This is to acknowledge your letter of August 4 in which you state that your claim against Lindstrom Brothers in the sum of $61,447.09 is still unpaid. This claim is in connection with State Highway Contract No. 3438 for work on the Snake River Bridge in Malhuer County.

The contract was completed July 8 and accepted by the Highway Commission on August 6, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:MD

NOTED ON CARD
8-12-53

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

525 William Penn Place
Pittsburgh 30, Pa.

R. A. SHAW
TREASURER
L. F. RAUP
ASSISTANT TREASURER
PARKS R. GARRETT
CREDIT MANAGER

August 4, 1953

Mr. Floyd A. Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Snake River Bridge
State Highway Contract No. 3438

We acknowledge receipt of and thank you for your letter of July 30th in which you inquire if we have been paid the balance due us as reported in our letter of May 19th, and we are sorry to have to report that we have not been paid. The total balance owing is $61,447.09. We note that the contract has been completed but not accepted by the Commission. We will appreciate it very much if you will advise us when it is accepted and the date of acceptance.

Thank you very much for your cooperation.

Yours very truly,

Parks R Garrett

Credit Manager

NOTED ON CARD
[illegible]

RECEIVED
AUG 6 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1953
FOR FILING

August 5, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

This is to acknowledge your letter of August 3 concerning your bond No. 918230 furnished with State Highway Contract No. 3438, awarded to Lindstrom Brothers for work on the Snake River Bridge at Payette.

Semi-final payment concerning which we wrote you on July 28 and final payment which is not yet ready for release will be retained in this office until we have received satisfactory evidence that claims against the job have been satisfied. However, the State assumes no responsibility for the securing of affidavits or evidence concerning the payment of claims. In most instances of this sort we have looked to the claimant or to the surety to provide us with such evidence before complete and final payment is made on the contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 8/4

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

NOTED ON CARD
8-5-53

TER
SIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

AIR MAIL

August 3, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

Re: Bond #918230
Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
State Hwy. Contract #3438
(Snake River Bridge at Payette)

Gentlemen:

We have your letter of July 28, 1953 notifying us that you propose to release "semi-final payment" under the contract for which we furnished the above captioned bond. We note that all persons furnishing labor and/or materials in connection with such contract have not been paid; further, under the General Provisions affecting such contract, we are informed that it is provided that "payments shall be suspended" so long as any claim or lien is pending in connection with such contract. Under the circumstances, we assume that you will obtain release of any liens filed, together with affidavit or other evidence that all suppliers are paid, before making said "semi-final payment" and will otherwise proceed strictly in accordance with the terms and conditions of said contract.

Yours very truly,

Norbert A. Drake

Norbert A. Drake
Surety Claim Dept.

NAD/mg

[illegible] ON CARD

8-3-53

Lewis R

RECEIVED
AUG 11 1953
FOR FILING

[illegible]

[illegible]

July 30, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

We have received a letter from the American Bridge Company in which they state that Lindstrom Bros. on May 19 owed them $61,322.09 for fabrication and erection of steel on the bridge across the Snake River at Payette, State Highway Contract No. 3438.

We are today writing to the American Bridge Company as to whether their claim has been paid since the date of May 19. We furnish this information as your company appears as surety on the performance bond furnished with Contract No. 3438.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAC:mm

cc:
C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Ore.

Lindstrom Bros., Inc.
7335 N.E. Broadway
Portland, Oregon

Continental Casualty Co.
Northwest Branch Office
Mr. Warner M. Bruce, Mgr.
152 Denny Way
Seattle 9, Washington

NOTED ON CARD

RECEIVED
AUG 11 1953
FOR FILING

Lewis

July 30, 1953

American Bridge Division
United States Steel Corporation
525 William Penn Place
Pittsburgh, Pennyslvania

Attention: Mr. R. E. Bonwell, Assistant Credit Manager

Gentlemen:

On May 25, we received a letter from your company stating that Lindstrom Brothers owed the company $61,322.09 for fabrication and erection of steel on State Highway Contract No. 3438, being the bridge across Snake River at Payette. The contract was completed on July 8, 1953, but has not yet been accepted by the Commission.

Will you please let us know if your claim has been paid?

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mm

Mrs Lewis

May 26, 1953

American Bridge Division
United States Steel Corporation
525 William Penn Place
Pittsburg 30, Pennsylvania .

Attention: Mr. R. E. Bonwell
Assistant Credit Manager

Gentlemen:

State Highway Contract No. 3438, awarded to Lindstrom Brothers, Inc., for the Snake River Bridge on the Old Oregon Trail in Malheur County, to date has not been completed. An extension of time has been granted to July 31, 1953. The contract as of May 5 is approximately ninety-five per cent complete. The estimate payable to the contractor as of May 5 was $8,661.11, and the retained percentage on the same date was $33,352.09.

You mention in your letter that Lindstrom Brothers owe you $61,322.09. Do you wish to have us record this in our records as a claim against the contractor?

If you wish to consider this as a claim and wish to protect it for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md
Attach.

NOTED ON
5-26-53

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

R. A. SHAW
TREASURER
L. F. RAUP
ASSISTANT TREASURER
PARKS R. GARRETT
CREDIT MANAGER

525 William Penn Place
Pittsburgh 30, Pa.

May 19,1953

Oregon State Highway Commission
Portland, Oregon

3438

Re: Lindstrom Brothers,Inc.
Snake River Bridge
No. 4335 S-30
Pregon & Payette County,Idaho

Gentlemen:

At the present time the subject is indebted to us in the amount of $61,322.09 for fabricated and erected steel furnished by us on the above project.

It will be appreciated if you will advise if the contract has been completed and accepted. If not, we would like to know what percentage is now due Lindstrom Bros.,Inc.

In the past our Contracting Manager, Mr. L. C. Hibbard, obtained this type of information from your office. We are sorry to state that Mr. Hibbard died this month.

Yours very truly,

R.E. Bonwell
Assistant Credit Manager

REB:s

Hwy Set. #8661.11
Retained 33,352.88

5-19-53

RECEIVED
FOR FILING

C-3011

3438

July 28, 1953

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lindstrom Brothers, Inc. on contract No. 3438, covering Structures, Grading and Paving on the Payette (Snake River) Section of the Old Oregon Trail Highway in Malheur County. This payment, in the amount of $21,583.68 will be released to con ractor on or after August 7, 1953. The retained percentage is $13,308.88.

There are claims filed against this project by Ontario Ready-Mix Co in the amount of $3,725.75 and by Mercer Steel Co., Inc. in the sum of $5,429.19, of which you have been previously notified.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
cc - Continental Casualty Company
C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
7-28-53

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

July 22, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

Re: Bond #918230
Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
State Hwy. Contract #3438
(Snake River Bridge at Payette)

Gentlemen:

This will acknowledge receipt of your letter of July 16, 1953 with enclosure advising us that Mercer Steel Co., Inc. is alleging that the above named contractor is indebted to them in the amount of $5,429.19 for materials furnished in connection with the above captioned contract.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
JUL 27 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1953
FOR FILING

3435

July 16, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of three claims filed with your office by the Mercer Steel Company, Inc., against Lindstrom Brothers, Inc., as follows:

Contract No. 3715 for $11,003.30, your file No. 3408.
Contract No. 3436 for $5,429.19, your file No. 3406.
Contract No. 3597 for $4,993.13, your file No. 3407.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FA:md

[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 13, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Cake, Jaureguy & Hardy, Attorneys at Law, 1220 Equitable Building, Portland 4, Oregon, and filed as of this date, three notices of claim by Mercer Steel Co., Inc., for reenforcing steel, placing labor, wire and concrete accessories in the sum of $11,003.30 against the bond taken from Lindstrom Brothers, principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3715 for the construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County, Oregon. Our File No. 3408.

Claim number two for reenforcing steel, placing labor, and wire in the sum of $4,993.19 against the bond taken from Lindstrom Brothers, as principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3527 for the construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road, Oregon. Our File No. 3407.

Claim number three for reenforcing steel, stock bars in the sum of $5,424.15 against the bond taken from Lindstrom Brothers, as principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3438 for the work on the Snake River Bridge at Payette on the Old Oregon Trail in Malheur County, Oregon. Our File No. 3406. 3438

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Notarial Dept.

[illegible]
Encs.

Lewis

RECEIVED
JUL [illegible] 1953
FOR FILING

S-3[illegible](1)

3438

July 16, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Mercer Steel Company, Inc., against Lindstrom Bros., Inc. The claim is in the sum of $5,429.19 and is for reinforcing steel and stock bars furnished to the contractor on State Highway Contract No. 3438 for work on the Payette (Snake River) Bridge on the Old Oregon Trail in Malheur County.

This information is furnished inasmuch as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassens & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
3424 S. E. 174th
Portland 66, Oregon

NOTED ON CARD

COPY

[illegible]

TO:

[illegible]
[illegible]
[illegible], [illegible]

[illegible], [illegible] Co., [illegible], [illegible], [illegible] for reinforcing [illegible], [illegible], [illegible] [illegible] [illegible] ([illegible]) [illegible], [illegible], Portland, [illegible], [illegible], [illegible], c/o C. A. [illegible], [illegible], Portland, Oregon, as surety, [illegible] contract [illegible] for ~~[illegible]~~ 3438 the [illegible] [illegible] [illegible]

DATED at Portland, Oregon, this ______ [illegible],

[illegible].

[illegible] Co., Inc.

/s/ [illegible]

[illegible], [illegible]

[illegible]

[illegible]
[illegible], [illegible]
[illegible], [illegible]

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY
GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

5-321(1)

[illegible]

July 15, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Re: Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
Bond #918230 State Hwy. Contract #3438
(Snake River Bridge at Payette)
Bond #921477 State Hwy. Contract #3715
(Fields Bridge over Tualatin River)
Bond #920667 State Hwy. Contract #3587
(Dee Bridge over East Fork, Hood River)

Gentlemen:

This will acknowledge receipt of your letter of July 2, 1953 advising us that the Mercer Steel Co. claims that Lindstrom Brothers, Inc. are indebted to it in an unstated amount in connection with the contracts for which we furnished the above captioned bonds. So far as we know, our principal is responsible, financially and otherwise, which if true, should make unnecessary any reference to the bonds in connection with such claim. However, we are advising our principal of this matter and requesting that he give it his attention.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
JUL 20 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

S-211(1)

3438

July 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This letter is in reply to yours of June 26 concerning three contracts awarded to Lindstrom Brothers.

State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County has not been completed but is expected to be done about July 31, 1953. Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

State Highway Contract No. 3597, also awarded to Lindstrom Brothers, for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road was completed December 23, 1952, and accepted by the Highway Commission on January 21, 1953. Final payment was made on May 21, 1953. The surety on this contract is the same as for Contract No. 3715.

3438

Lindstrom Brothers were also awarded State Highway Contract No. 3438 for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malheur County. This contract is expected to be completed by July 31, 1953. The surety is the same as for the other two contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 7/1

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FOR FILING

[illegible] (1)

[illegible]

C O P Y

July 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This letter is in reply to yours of June 26 concerning three contracts awarded to Lindstrom Brothers.

State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County has not been completed but is ecpected to be done about July 31, 1953. Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

State Highway Contract No. 3587, also awarded to Lindstrom Brothers, for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road was completed December 23,1952, and accepted by the Highway Commission on January 21, 1953. Final payment was made on May 21, 1953. The surety on this contract is the same as for Contract No. 3715.

3438

Lindstrom Brothers were also awarded State Highway Contract No. 3488 for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malheur County. This contract is expected to be completed by July 31, 1953. The surety is the same as for the other two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ;md 7/1

RECEIVED
JUL [illegible] 1953
FOR FILING

3-311 (1)

34[illegible]1

July 2, 1953

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from the law firm of Cake, Jaureguy and Hardy in behalf of Mercer Steel Company. They state that Lindstrom Brothers, Inc., owe the Mercer Steel Company an unstated amount of money for materials furnished on State Highway Contract No. 3438 for construction of the Snake River Bridge at Payette, on State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River in Clackamas County, and on Contract No. 35[illegible]7 for construction of the Hee Bridge over the East Fork of Hood River in Hood River County. No information was given as to the amounts applicable to the various contracts nor any information as to how long the accounts are overdue.

This information is provided as your company appears as surety on the performance bond furnished with the three contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible] 7/1

cc - Mr. Warner [illegible]. Bruce
152 [illegible] Way
Seattle , Washington

C. J. Rasmussen & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

RECEIVED
1953
FOR FILING

April 15, 1953

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 8, 1953, had under discussion your request for an extension of time of 243 days, from November 30, 1952 to and including July 31, 1953, within which to complete your contract No. 3438 for structure, grading and paving on the Fayette (Snake River) Section of the Old Oregon Trail in Malheur County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: A. V. Parson,
Division Engineer

Lyle A. Peterson,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
APR 8 1953
FOR FILING

S-301(1)

3438

April 7, 1953

Mr. E. V. Miller
State Highway Engineer
Idaho Department of Highways
Boise, Idaho

Dear Mr. Miller:

With reference to widening of pavement on Oregon-Idaho joint Project No. S-301 (1), Payette Bridge:

I am quite fearful that it would take so long to obtain a necessary change of agreement between the two states and the Federal Government that a delay in the placing of the pavement would result. Further, we believe it better to complete a project of this nature along the original plans wherever possible. In the matter of the pavement widening, it would be my suggestion that the contract as now underway be completed to the pavement width prescribed. It should then be a simple matter for the State of Idaho to make whatever arrangements are necessary with the contractor to place such additional pavement width as it desires.

I am submitting herewith the two reduced size prints of plan and profile of sheet No. 4.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. A. F. Parson

WCW:me lg

Enclosure

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS
ROSCOE C. RICH - CHAIRMAN
LEONARD K. FLOAN - MEMBER
W. FISHER ELLSWORTH - MEMBER

E. V. MILLER
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS
BOISE, IDAHO

April 2, 1953

Idaho Project No. S-3862(1)
Sixth Street - Payette

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Inclosed, find print of sheet 7 of Idaho Project No. S-3862(1) which joins with our joint Project No. S-301(1) (Payette Bridge). This plan is colored in green to represent your project now under contract and in brown to represent proposed work by Idaho.

You will note that it is our desire to transition from a 52' section at your Station 101/40.1 to a 31' section at Station 98/17.14 and then use a 31' section to the bridge. Using this 31' section would pave your section, as shown on typical section, full width, instead of to the 22' width originally provided.

It is our proposal, if agreeable with you, that you pave to the full 31' width from the bridge to Station 98/17 and omit paving entirely from Station 98/17 to 101/40.1. This would result in a slight reduction in quantities of paving for Oregon but would allow Idaho to get a better job of paving than if we laid wedges along the edge of a 22' mat already laid by you.

If the above proposal meets with your approval, please advise promptly as we have this project nearly ready for advertising.

We would also like 2 reduced size prints of Plan and Profile of Sheet 4, Revised 12-5-50 of your project S-301(1) for our file; this revision shows a revised grade line.

If the above proposal is unacceptable to you for any reason, please furnish any alternative suggestions you may have.

Yours very truly,

E. V. Miller
E. V. MILLER
State Highway Engineer

TAD/ms

Incl. 1 Print

cc: A. F. Parsons, Division Engr. w/enclosure
District Engineer, District No. 3

RECEIVED
APR 6 1953
OFFICE
STATE HIGHWAY ENGINEER

C O P Y

STATE OF IDAHO
DEPARTMENT OF HIGHWAYS
Boise, Idaho

E. W. Miller
State Highway Engineer

April 2, 1953

Idaho Project No. S-3862(1)
Sixth Street - Payette

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Inclosed, find print of sheet 7 of Idaho Project No. S-3862(1) which joins with our joint Project No. S-301(1) (Payette Bridge). This plan is colored in green to represent your project now under contract and in brown to represent proposed work by Idaho.

You will note that it is our desire to transition from a 52' section at your Station 101+40.1 to a 31' section at Station 98+17.14 and then use a 31' section to the bridge. Using this 31' section would pave your section, as shown on typical section, full width, instead of to the 22' width originally provided.

It is our proposal, if agreeable with you, that you pave to the full 31' width from the bridge to Station 98+17 and omit paving entirely from Station 98+17 to 101+40.1. This would result in a slight reduction in quantities of paving for Oregon but would allow Idaho to get a better job of paving than if we laid wedges along the edge of a 22' mat already laid by you.

If the above proposal meets with your approval, please advise promptly as we have this project nearly ready for advertising.

We would also like 2 reduced size prints of Plan and Profile of Sheet 4, Revised 12-5-52 of your project S-301(1) for our file; this revision shows a revised grade line.

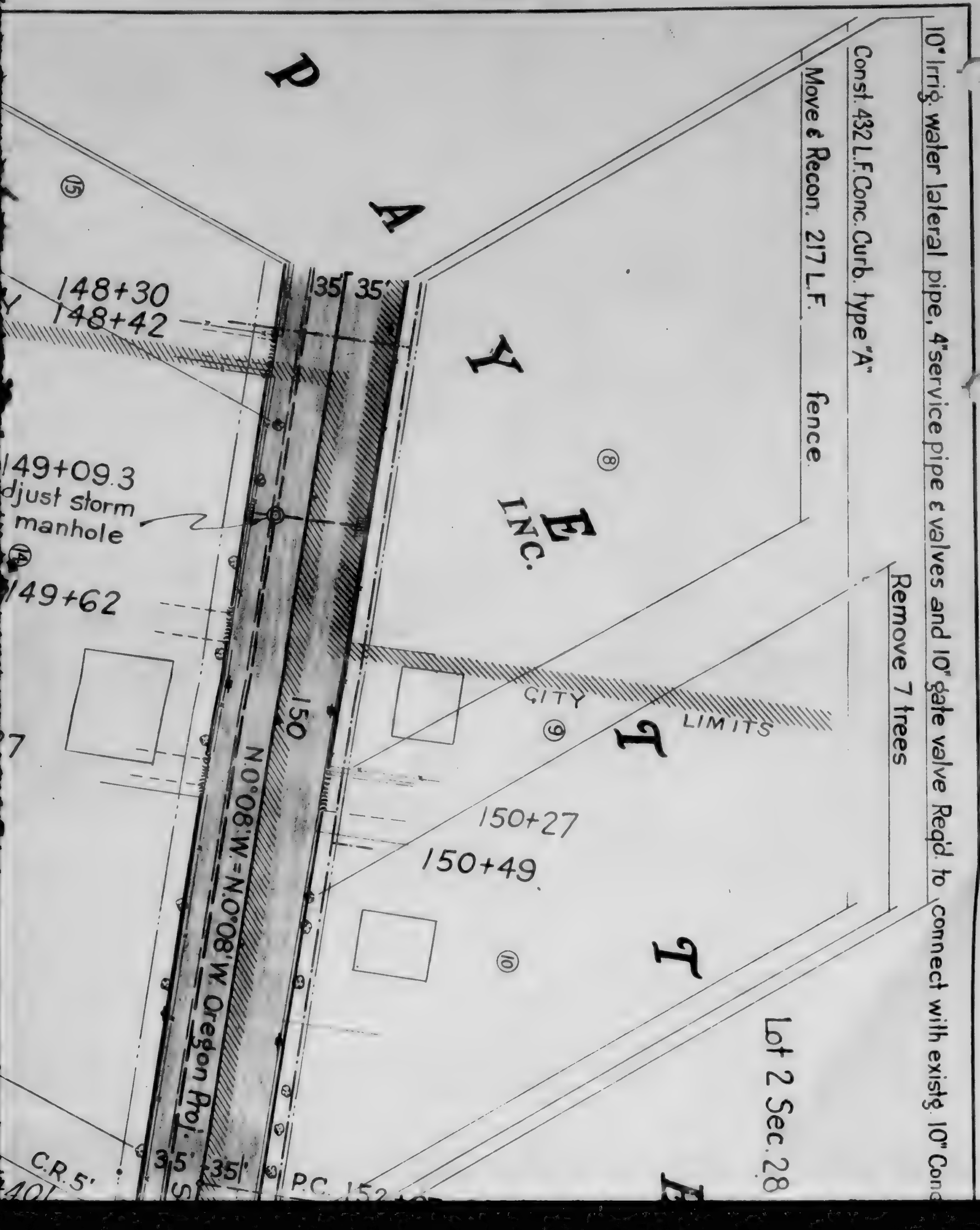
If the above proposal is unacceptable to you for any reason, please furnish any alternative suggestions you may have.

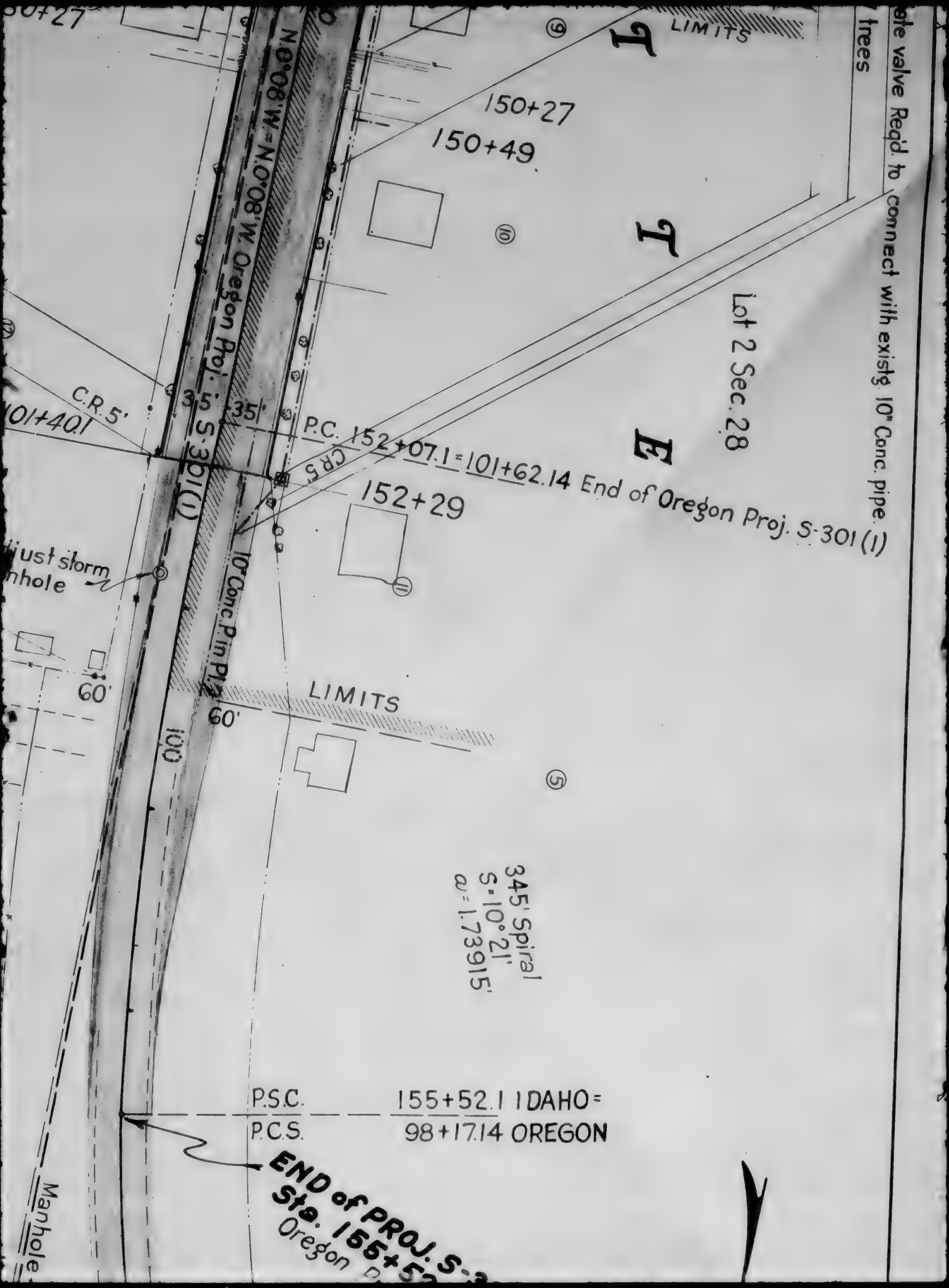
Yours very truly,

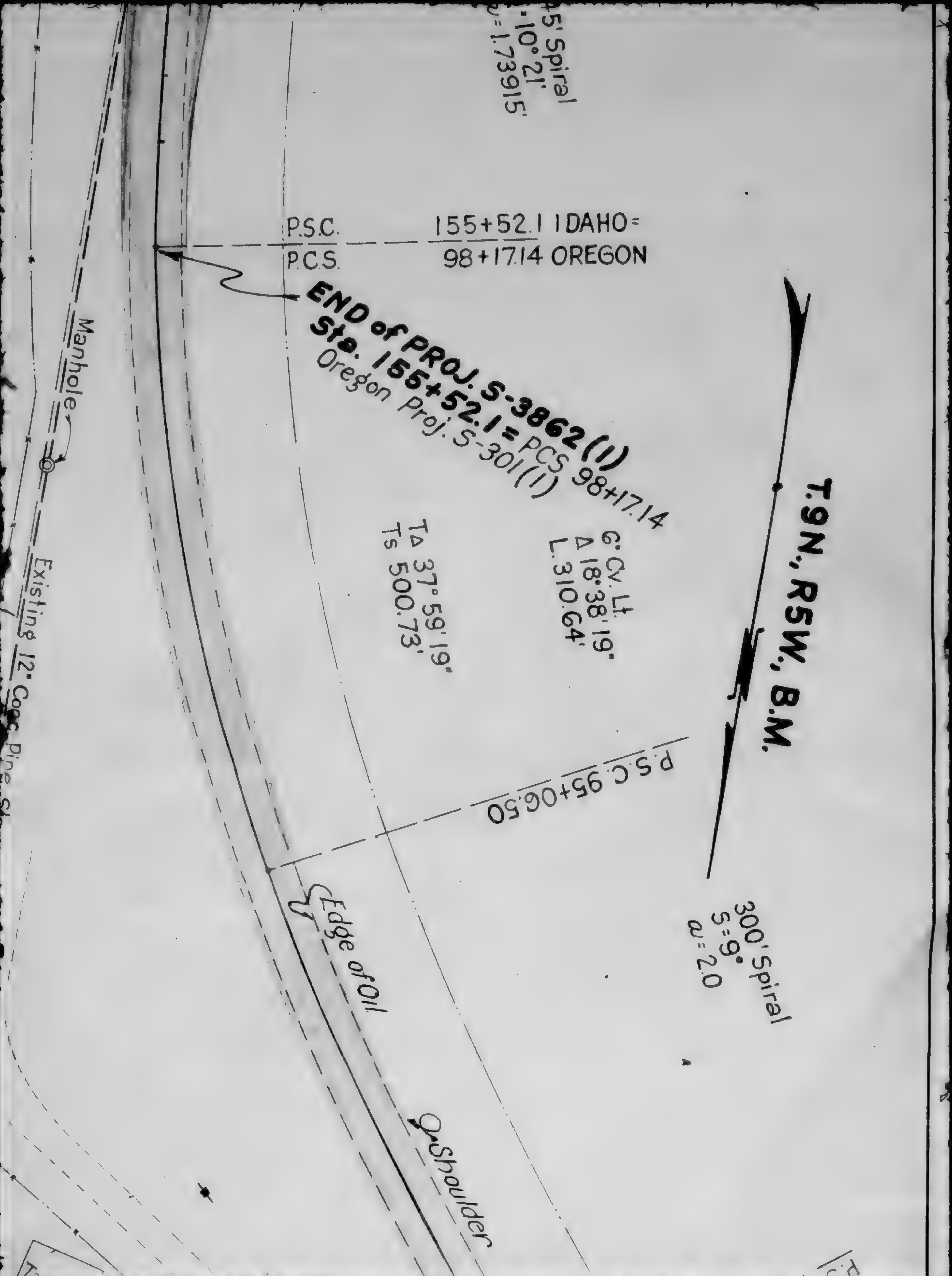
/s/ E. W. MILLER
State Highway Engineer

Incl. 1 Print
cc: A. F. Parsons, Division Engr. w/enclosure
District Engineer, District No. 3

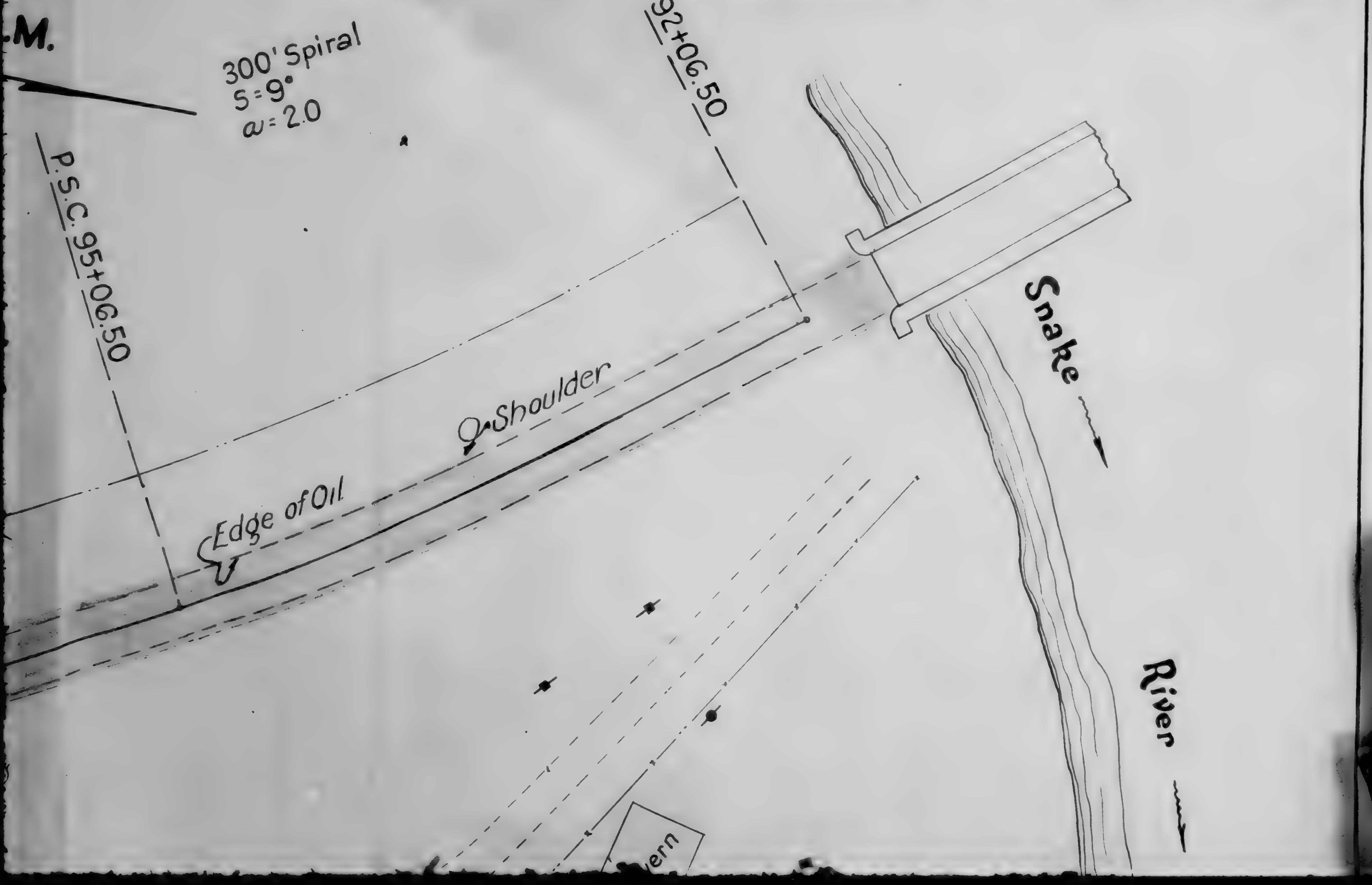
PLAN		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	ALIGNMENT CHECKED	R. A. Romon	Mar '53
NO.	RT. OF WAY CHECKED	Glenn O. Whipple	Oct. 52


10" Irrig. water lateral pipe, 4" service pipe & valves and 10" gate valve Reqd. to connect with existg. 10" Conc
Const. 432 L.F. Conc. Curb. type "A"
Move & Recon. 217 L.F. fence
Remove 7 trees
Lot 2 Sec. 28
P
A
Y
E
T
T
INC.
CITY
LIMITS
⑮
⑭
⑧
⑨
⑩
148+30
148+42
149+09.3
djust storm
manhole
149+62
150+27
150+49
150
35'
35'
35'
35'
N.0°08'W.=N.0°08'W. Oregon Proj.
C.R. 5'
P.C. 152+


0+27
LIMITS
ate valve Reqd. to connect with existg. 10" Conc. pipe.
trees
⑨
T
150+27
150+49
N.0°08'W.=N.0°08'W. Oregon Proj. S.301(1)
⑩
T
Lot 2 Sec. 28
⑫
C.R.5'
101+40.1
35'
35'
P.C. 152+07.1=101+62.14 End of Oregon Proj. S-301(1)
CR 5'
E
152+29
djust storm
nhole
10" Conc. P in Pl. 2
⑪
60'
60'
LIMITS
100
⑤
345' Spiral
S=10°21'
a=1.73915'
P.S.C. 155+52.1 IDAHO=
P.C.S. 98+17.14 OREGON
END of PROJ. S-3
Sta. 155+5
Oregon P
Manhole


45' Spiral
·10°21'
a=1.73915'
P.S.C.
P.C.S.
155+52.11 IDAHO=
98+17.14 OREGON
END of PROJ. S-3862(1)
Sta. 155+52.1 = PCS 98+17.14
Oregon Proj. S-301(1)
6° Cv. Lt.
Δ 18°38'19"
L. 310.64'
TΔ 37°59'19"
Ts 500.73'
T.9N., R5W., B.M.
P.S.C. 95+06.50
300' Spiral
S=9°
a=2.0
Edge of Oil
℄ Shoulder
Manhole
Existing 12" Conc. Pipe

FEDERAL ROADS DIVISION NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL SHEETS	SHEET NO.
8	IDAHO	S·3862 (1)	7	7


M.
300' Spiral
S=9°
a=2.0
P.S.C. 95+06.50
P.S. 92+06.50
℄ Shoulder
Edge of Oil
Snake
River
ern

	DATE
hipple	Feb. '53
	Mh. 53

PLAN	SURVEYED	
NOTE BOOK	PLOTTED	R. A. Ram
NO	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	Glenn O. W

2150

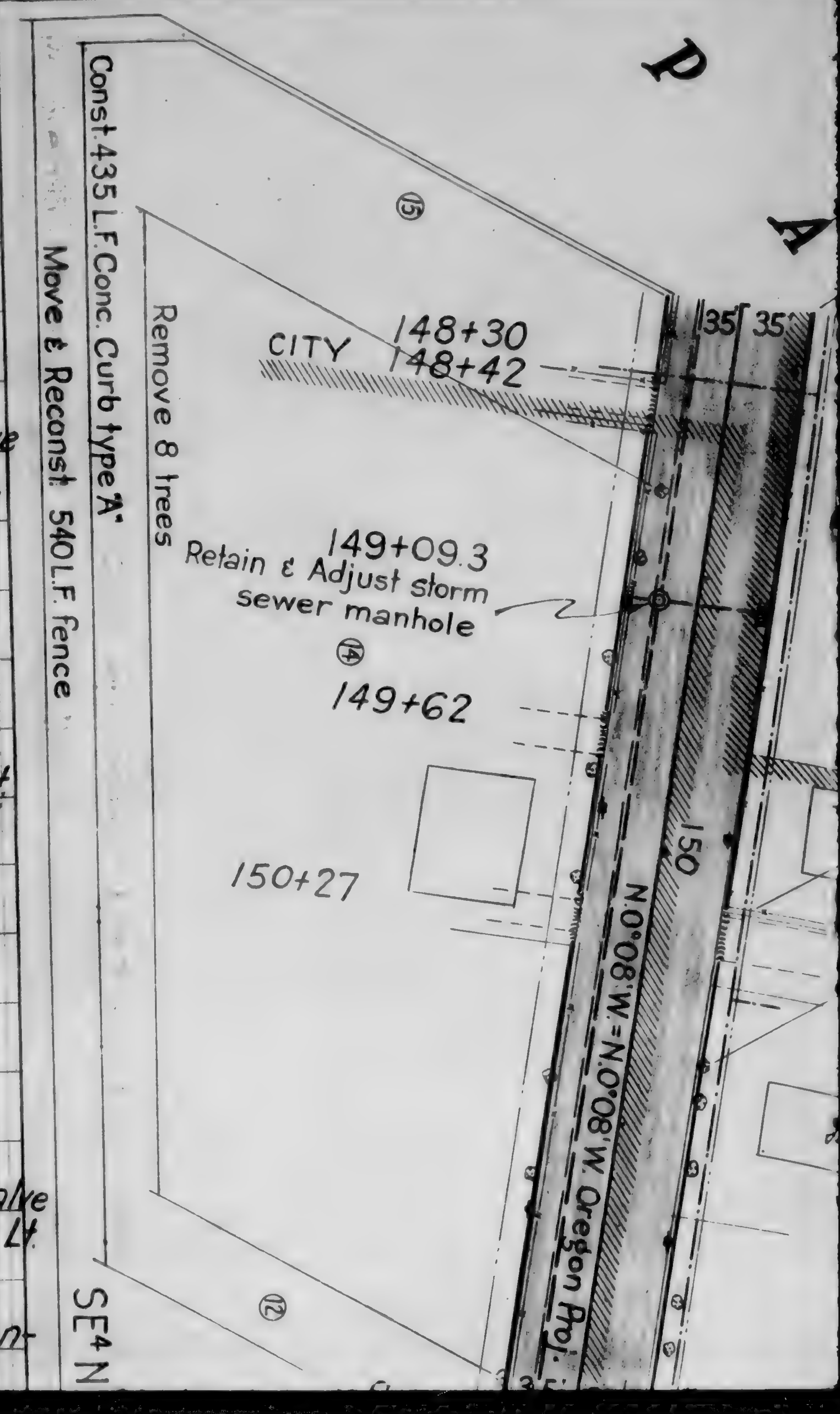
77

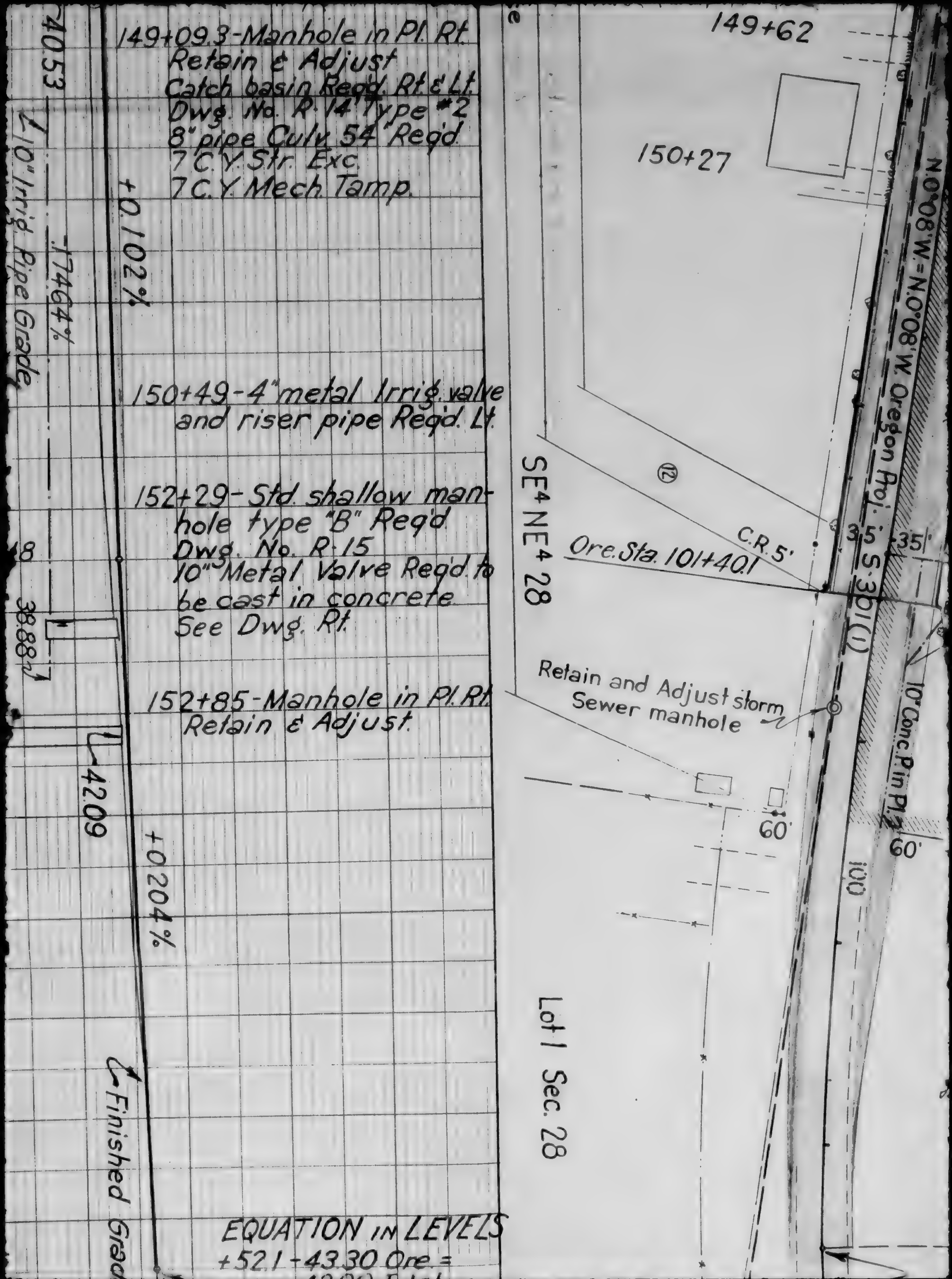
8+30-4" metal Irrig. valve & riser pipe Reqd. Rt.
72' 4" Irrig. pipe Reqd.
20 C.Y. Str. Exc.
20 C.Y. Mech. Tamp.

9+09.3-Manhole in Pl. Rt.
Retain & Adjust
Catch basin Reqd. Rt. & Lt.
Dwg. No. R-14 Type #2
8" pipe Culv. 54' Reqd.
7 C.Y. Str. Exc.
7 C.Y. Mech. Tamp.

150+49-4" metal Irrig. valve and riser pipe Reqd. Lt.

152+29-Std. shallow manhole type "B" Reqd.


P
A
Const. 435 L.F. Conc. Curb type "A"
Move & Reconst. 540 L.F. fence
Remove 8 trees
⑮
CITY
148+30
148+42
35
35
149+09.3
Retain & Adjust storm sewer manhole
⑭
149+62
150+27
150
N.0°08'W.=N.0°08'W. Oregon Proj.
⑫
SE 4 N



4053
℄ 10" Irrig. Pipe Grade
.17464%
+0.102%
38.88
42.09
+0.204%
℄ Finished Grade
149+62
150+27
N.0°08'W.=N.0°08'W. Oregon Proj. S.301(1)
⑫
C.R.5'
35'
35'
Ore. Sta. 101+40.1
SE4 NE4 28
10" Conc. Pin Pl.
60'
60'
100
Lot 1 Sec. 28

149+09.3-Manhole in Pl. Rt.
Retain & Adjust
Catch basin Req'd. Rt. & Lt.
Dwg. No. R-14 Type #2
8" pipe Culv. 54 Req'd
7 C.Y. Str. Exc.
7 C.Y. Mech. Tamp.

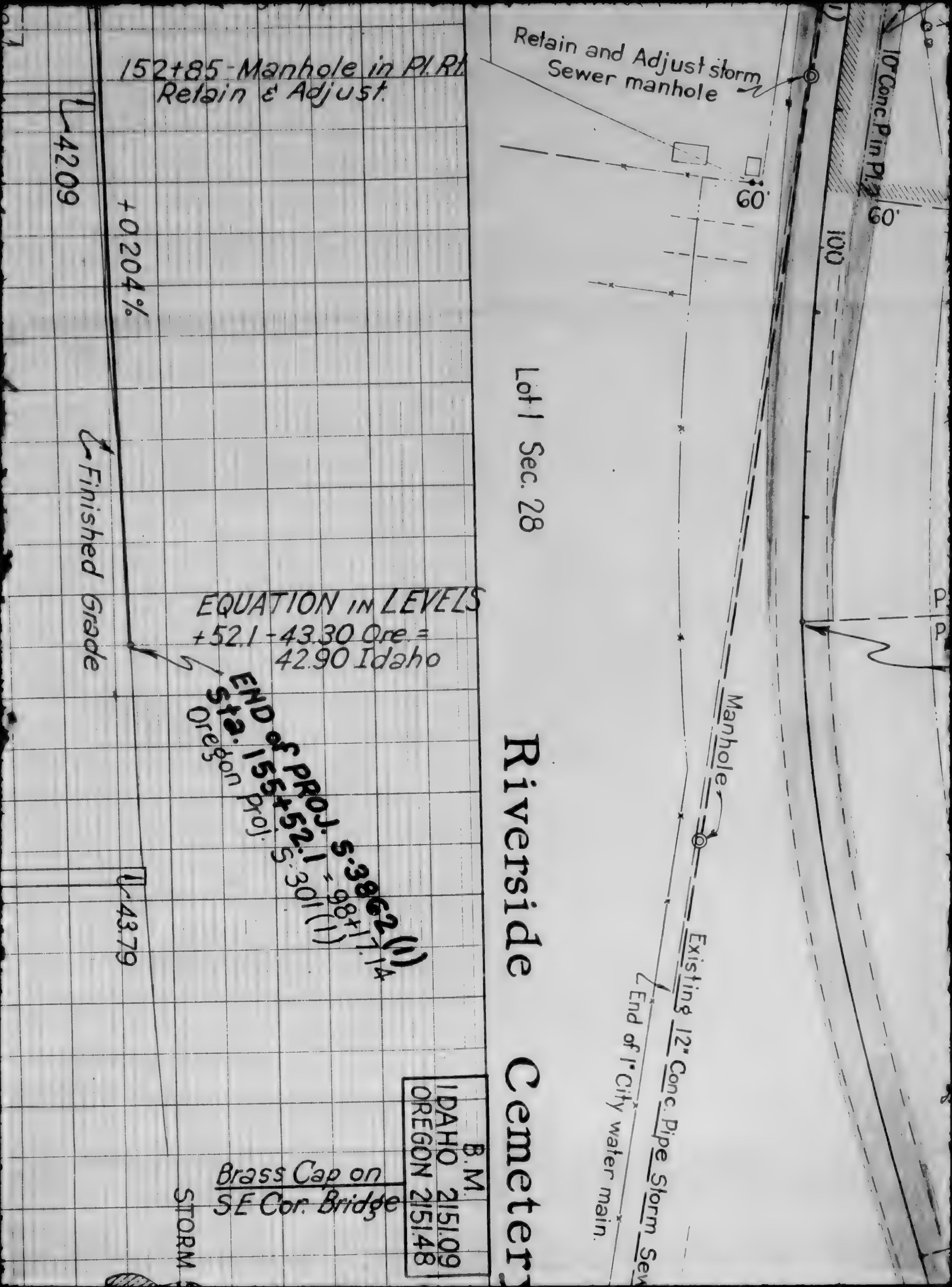
150+49-4" metal Irrig. valve
and riser pipe Req'd. Lt.

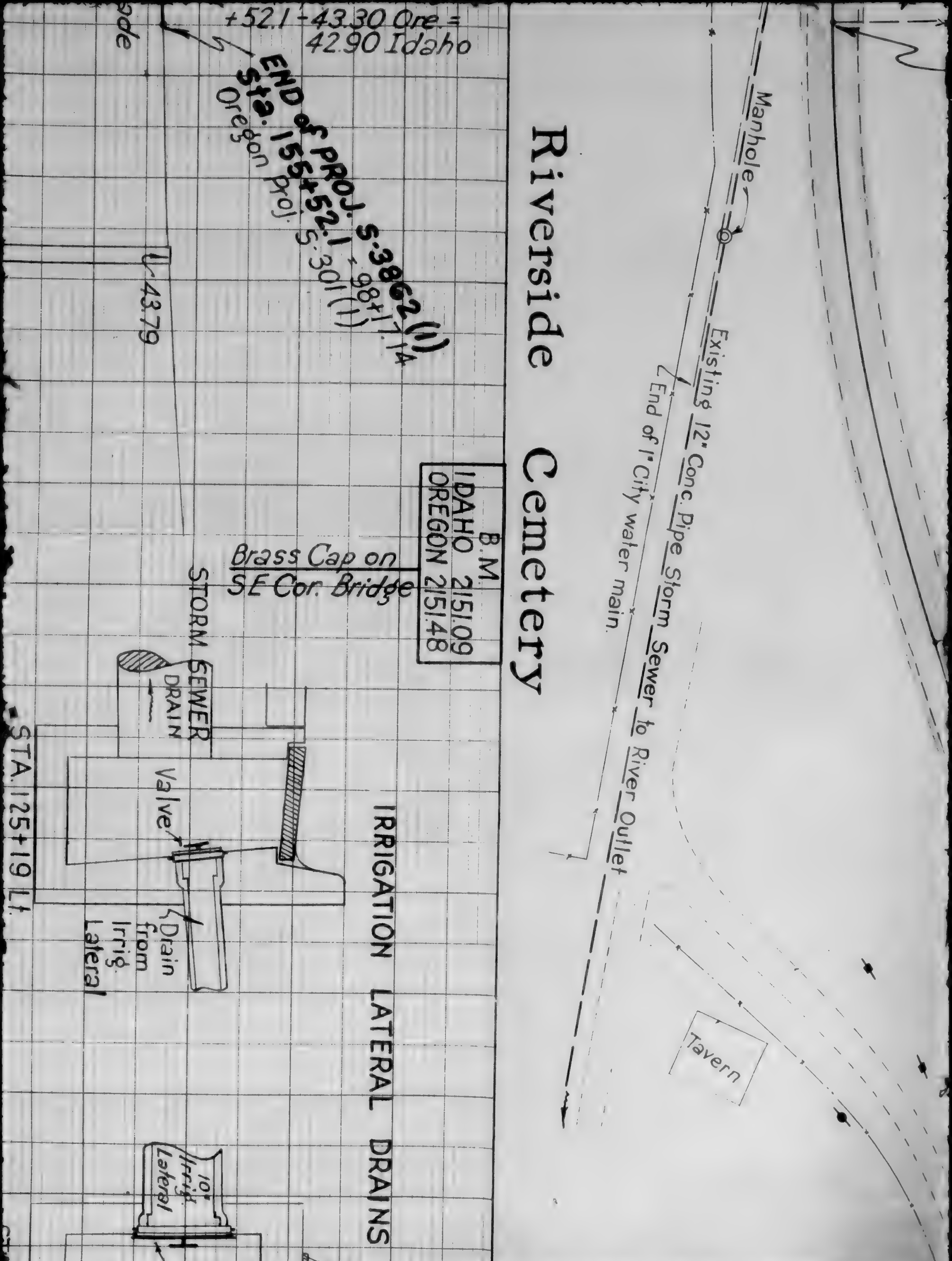
152+29-Std. shallow manhole type "B" Req'd
Dwg. No. R-15
10" Metal Valve Req'd. to be cast in concrete
See Dwg. Rt.

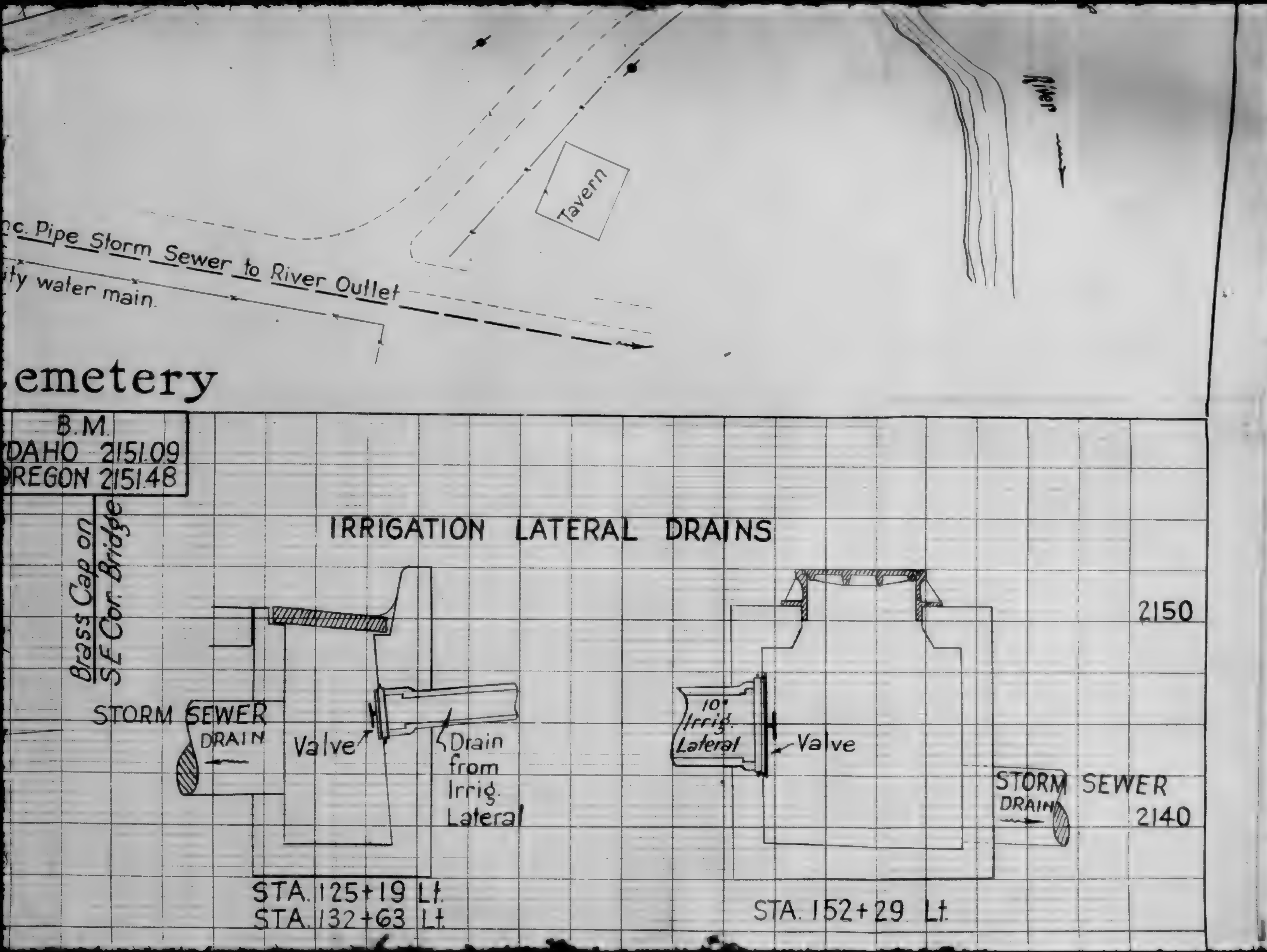
152+85-Manhole in Pl. Rt.
Retain & Adjust.

Retain and Adjust storm
Sewer manhole

EQUATION IN LEVELS
+52.1 -43.30 Ore. =

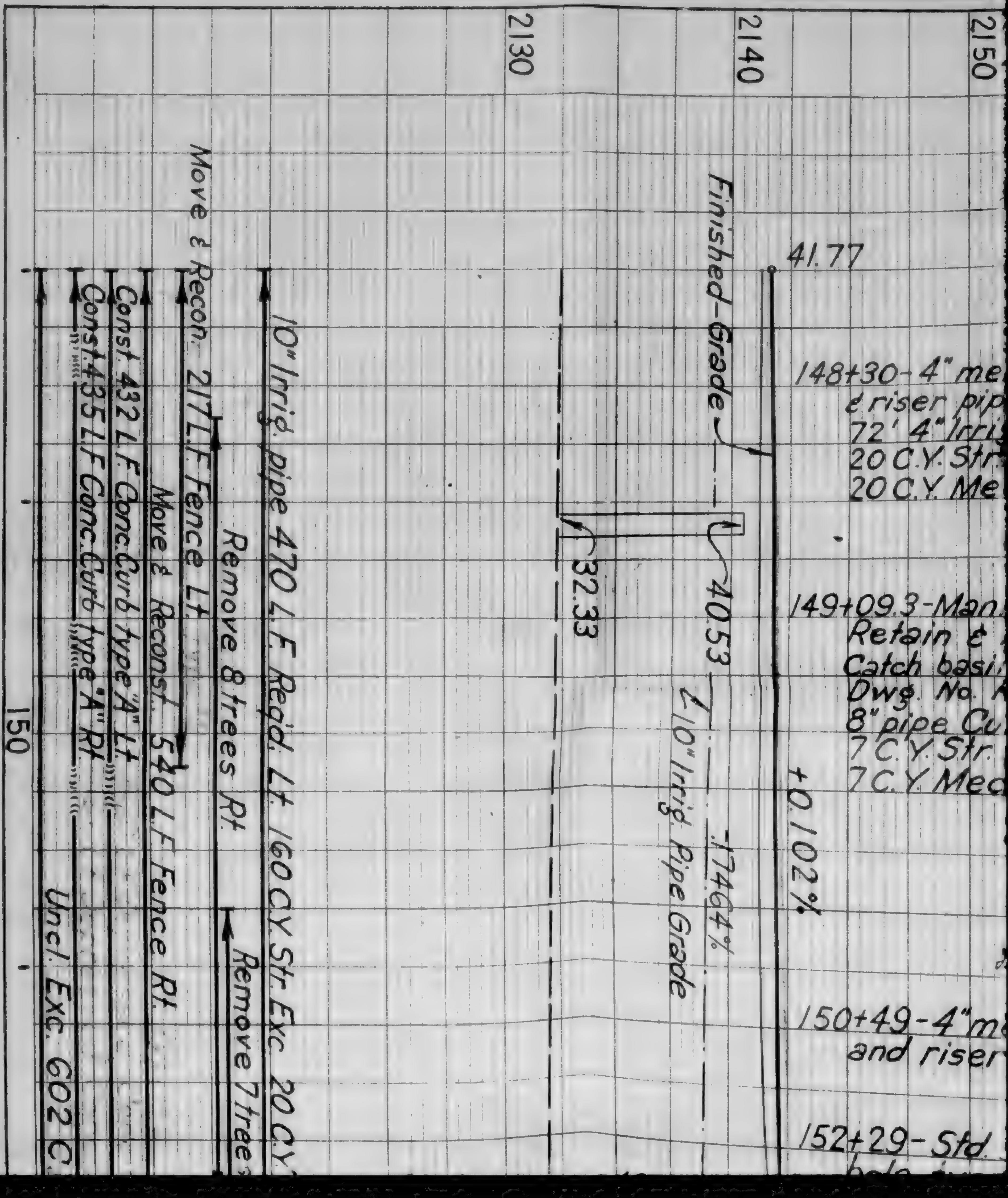

152+85-Manhole in Pl. Rt.
Retain & Adjust.
42.09
+0.204%
Finished Grade
EQUATION IN LEVELS
+52.1 -43.30 Ore. =
42.90 Idaho
END of PROJ. S-3862(1)
Sta. 155+52.1 = 98+17.14
Oregon Proj. S-301(1)
43.79
Brass Cap on
SE Cor. Bridge
B.M.
IDAHO 2151.09
OREGON 2151.48
STORM
Retain and Adjust storm
Sewer manhole
60'
10" Conc. Pipe in Pl.
60'
100
Lot 1 Sec. 28
Riverside Cemetery
Manhole
Existing 12" Conc. Pipe Storm Sewer
End of 1" City water main.
P
P

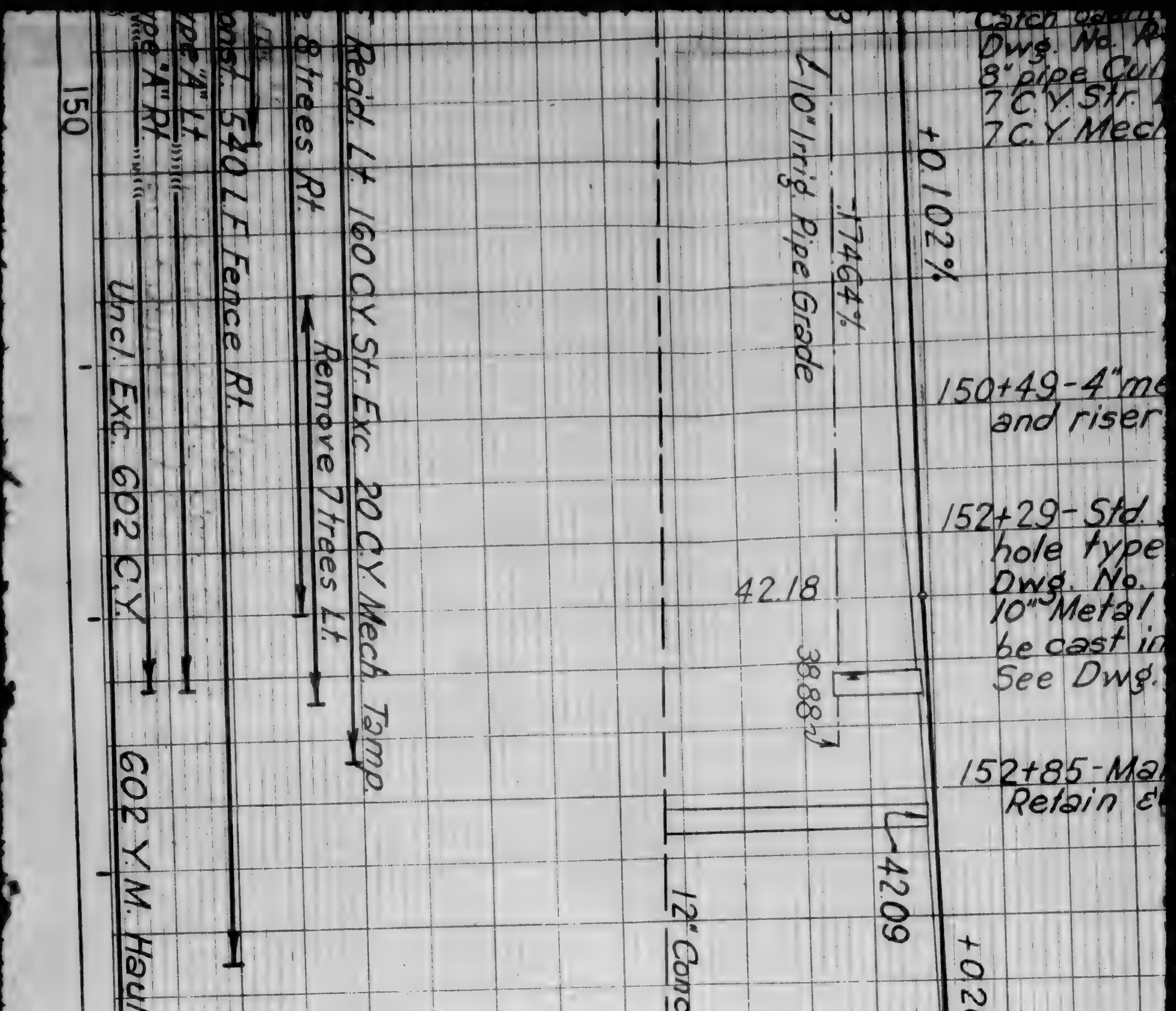

+52.1 - 43.30 Ore. = 42.90 Idaho
END of PROJ. S-3862(1)
Sta. 155+52.1 = 98+17.1A
Oregon Proj. S-301(1)
43.79
Riverside Cemetery
B.M.
IDAHO 2151.09
OREGON 2151.48
Brass Cap on SE Cor. Bridge
STORM SEWER DRAIN
Valve
Drain from Irrig. Lateral
IRRIGATION LATERAL DRAINS
10" Irrig. Lateral
STA. 125+19 Lt.
Manhole
Existing 12" Conc. Pipe Storm Sewer to River Outlet
End of 1" City water main
Tavern


Tavern
River
c. Pipe Storm Sewer to River Outlet
ity water main.
emetery
B.M.
DAHO 2151.09
REGON 2151.48
Brass Cap on
S.E. Cor. Bridge
IRRIGATION LATERAL DRAINS
STORM SEWER
DRAIN
Valve
Drain from Irrig. Lateral
STA. 125+19 Lt.
STA. 132+63 Lt.
10" Irrig. Lateral
Valve
STORM SEWER
DRAIN
STA. 152+29 Lt.
2150
2140

		BY	DATE
PROFILE	SURVEYED		
	PLOTTED	Glenn O. Whipple	Feb. '53
NOTE BOOK	GRADES CHECKED	R. A. Ramsey	Mch. 53
	B.M.S. NOTED		
NO.	STRUCTURE NOTAT'NS CH'KD		

Printed in U.S.A.
On ARKWRIGHT Tracing Cloth


2130
2140
2150
150
41.77
Finished-Grade
32.33
40.53
10" Irrig. Pipe Grade
.1764%
+0.102%
148+30-4" me
& riser pip
72' 4" Irri
20 C.Y. Str
20 C.Y. Me
149+09.3-Man
Retain &
Catch basi
Dwg. No.
8" pipe Cu
7 C.Y. Str
7 C.Y. Mec
150+49-4" m
and riser
152+29-Std.
10" Irrig. pipe 470 L.F. Reqd. Lt 160 C.Y. Str. Exc 20 C.Y.
Remove 8 trees Rt.
Remove 7 tree
Move & Recon. 217 L.F. Fence Lt.
Move & Reconst. 540 L.F. Fence Rt.
Const. 432 L.F. Conc. Curb type "A" Lt.
Const. 435 L.F. Conc. Curb type "A" Rt.
Uncl. Exc. 602 C


150
155
Reqd. Lt 160 C.Y. Str. Exc. 20 C.Y. Mech. Tamp.
8 trees Rt.
Remove 7 trees Lt.
540 L.F. Fence Rt.
Uncl. Exc. 602 C.Y.
602 Y.M. Haul
℄ 10" Irrig. Pipe Grade
.17464%
42.18
38.88
42.09
12" Conc. Storm Sewer in Place
+0.102%
+0.204%
℄ Finished Grade
Dwg. No.
8" pipe Cul
7 C.Y. Str.
7 C.Y. Mech
150+49-4" me
and riser
152+29-Std.
hole type
Dwg. No.
10" Metal
be cast in
See Dwg.
152+85-Ma
Retain
EQUAT
+52.1
PLATE 1-PLAN-PROFILE
EUGENE DIETZGEN CO. Chicago

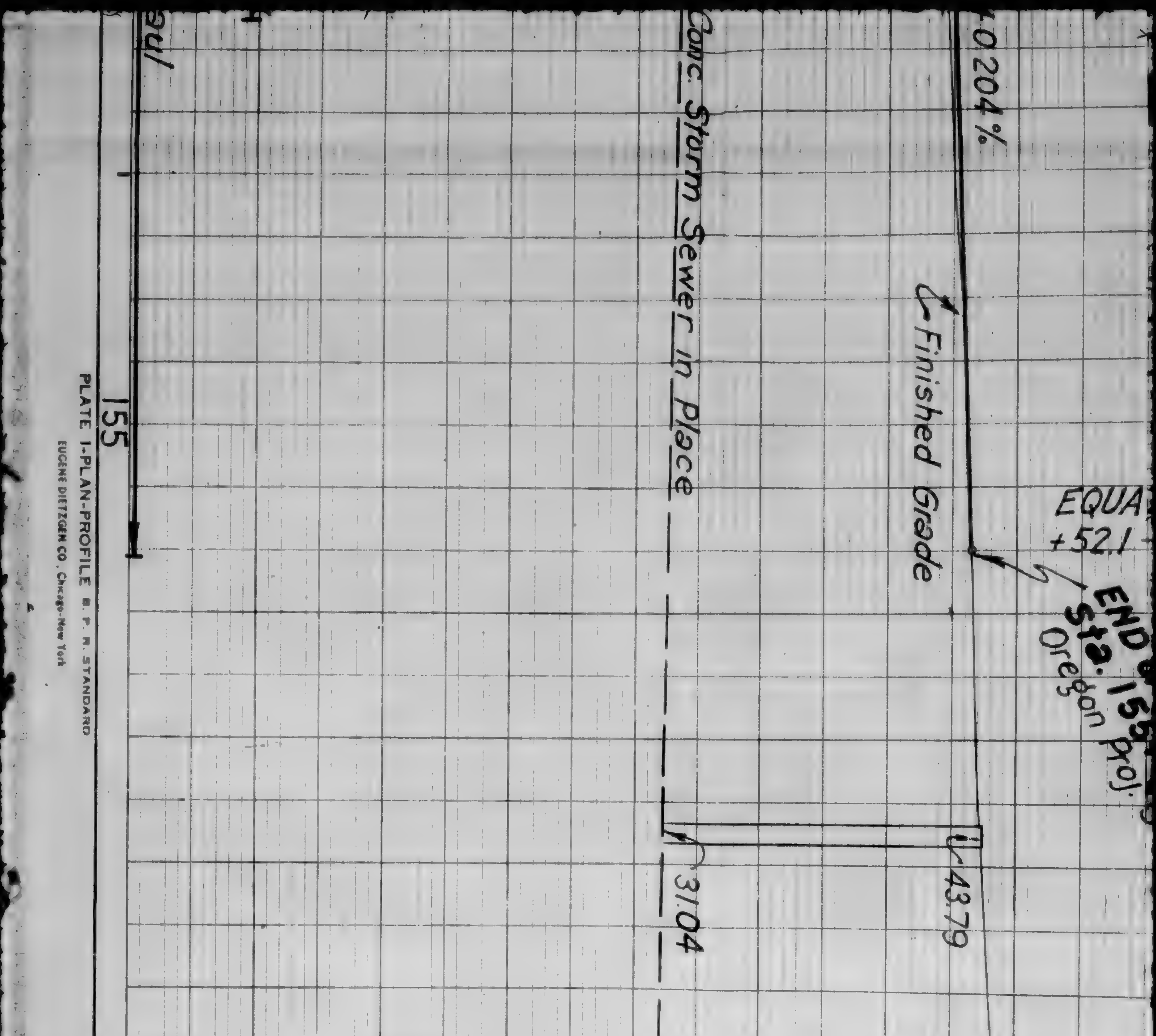
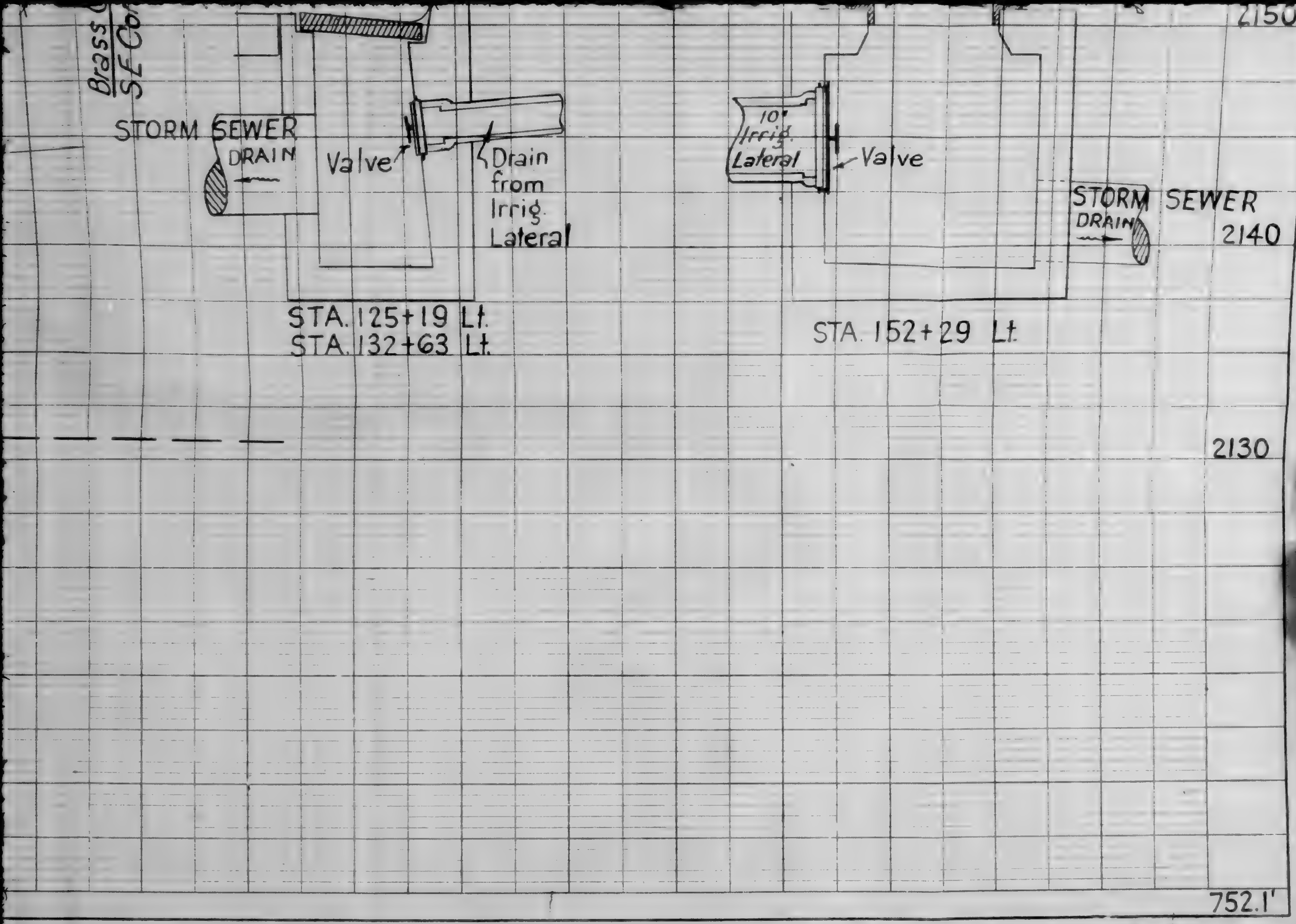

ead
155
Conc. Storm Sewer in Place
0.204%
Finished Grade
EQUA
+52.1
END
Sta. 155
Oregon Proj.
31.04
43.79
Brass
SE Co
STORM SEWER
DRAIN
Valve
STA. 125+
STA. 132+

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO. Chicago-New York


Brass
SE Co
STORM SEWER
DRAIN
Valve
Drain from Irrig. Lateral
STA. 125+19 Lt.
STA. 132+63 Lt.
10" Irrig. Lateral
Valve
STORM SEWER
DRAIN
STA. 152+29 Lt.
2150
2140
2130
752.1'

Printed in U.S.A.
On ARKWRIGHT Tracing Cloth

RECEIVED
MAR 2[illegible] 1953
FOR FILING

5-[illegible]

March 17, 1953

Payette Chamber of Commerce
Payette, Idaho

Attention: Mr. Dwight Spofford, Secretary

Gentlemen:

The paving of the approaches to the Payette Bridge are included in the contract for the bridge itself. It is impractical to do any of this paving until we have suitable weather, which will be at least another month. We will insist that our contractor get this done just as soon as weather conditions permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm
cc G. S. Paxson

arch 16, 1953

ASSIGNMENT

No. ~~1076~~
By WCW

Description: **Letter of March 13 by Payette Chamber of Commerce asking about finishing date of approaches to new bridge over the Snake River near Payette**

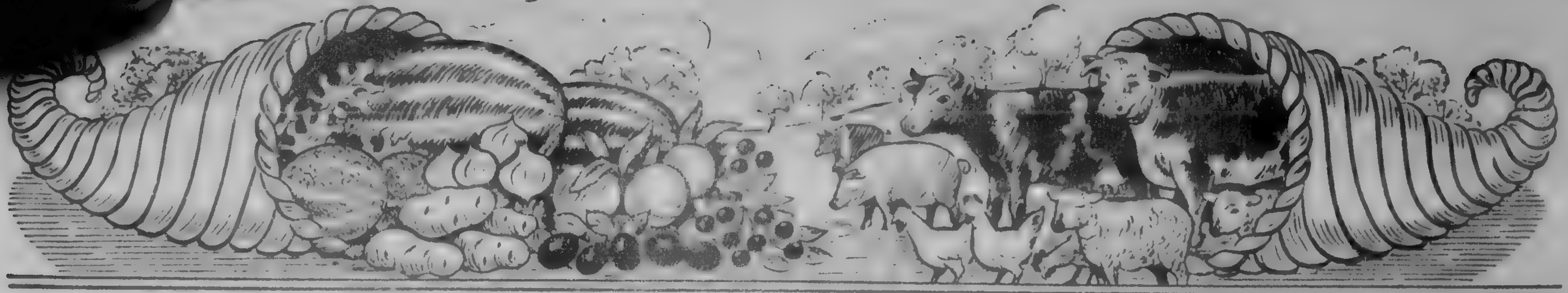
Acknowledged by - - - - - Referred to - - **Paxon** ✓ - - - - - - - -

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxReturn with rough draft of reply
Please prepare for - signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5/11/53 29 - - - Report received - - - - - - - -

Remarks:



PAYETTE CHAMBER OF COMMERCE

PAYETTE, IDAHO

Lee Gray
~~[illegible]~~
Sec.-Mgr.

March 13, 1953

Oregon State Highway Commission
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Will you please advise us when the contractor expects to finish the approaches to the new bridge over the Snake River near Payette?

We have had many complaints from travelers and others about the rough condition and don't know what to tell them. And that, for a Chamber of Commerce, is a bad situation - we gotta tell 'em something!

Yours very truly,

CHAMBER OF COMMERCE

Dwight Spofford.

Dwight Spofford, Secy.

NOTED
W. C. WILLIAMS

RECEIVED
MAR 16 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED

RECEIVED
1953
FOR FILING

March 17, 1953

Mr. Charles B. Leedy
Box 26
Umatilla, Oregon

Dear Mr. Deedy:

We have your letter requesting information concerning liens on State Highway Contract No. 3438, awarded to Lindstrom Brothers for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malheur County. This contract has not been completed nor accepted.

The Law provides that if you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission that it should be filed with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the necessary procedure.

If you wish to file your claim against the contractor on this job, please give us details of the claim, showing materials or labor furnished, amount, et cetera. When this information is received it will be noted in our records of the contract and we will also advise the surety and the contractor that your claim has been filed.

For your further information, the Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract. This bond is furnished to assure satisfactory completion of the work and payment of all bills incurred on the contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

In Re- Lindstrom Bros,
Contractors,
Snake River Bridge,
Payette, Idaho

Oregon Hiway Dept:

Please furnish the undersigned such information at your disposal concerning liens against contractors on your jobs, for equipment Rental, etc; on the above bridge job; also final date for filing such lien or notice. Last date of service rendered Feb. 13, 1953.

Thanks in advance for any assistance you may render, I am

Yours Truly

Chas B Leedy
Box 26.
Umatilla, Oregon

RECEIVED
[illegible]
[illegible] COMMISSION

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

March 2, 1953

Oregon State Highway Dept.
Salem, Oregon

Re: Bond #918230
Lindstrom Bros., Inc. -to-
Oregon State Highway Commission
(Snake River Bridge Job
Highway Contract No. 3438)

Gentlemen:

This will acknowledge receipt of your letter of February 24, 1953 with enclosures. So far as we are able to determine this contractor is responsible, financially and otherwise, and we have requested that he give the claim of this unpaid supplier his immediate attention.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED

RECEIVED
MAR 3 1953
FOR FILING

March 2, 1953

State Highway Commission

Request for extension of time
No. 6
April 8 and 9 meeting

Gentlemen:

Re: Snake River Bridge at Payette
Contract 343[illegible]
Lindstrom Bros., Inc., Contractor

Herewith an application from Lindstrom Bros., Inc., contractor for the Snake River Bridge at Payette, for an extension of time to and including July 31, 1953, in which to complete the work on this project. The contract completion date was December 31, 1951. A previous extension was granted to November 30, 1952.

The delay has primarily been occasioned by the shortage of structural steel and the delay in delivery of this material to the project. The contractor went ahead as rapidly as could be expected after the steel was delivered.

It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm

[illegible] R

RECEIVED
FEB 25 1953
FOR FILING

1(1)

3438

February 24, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks receipt of your letter of February 20th to which was attached three copies of a claim filed with your office by the Ontario Ready-Mix Company against the surety on State Highway Contract No. 3438 which was awarded to Lindstrom Brothers, Inc. The claim is in the sum of $3,725.75 and bears your file No. 3389.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
2-24-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

February 20, 1953

Mr. R. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Ontario Ready-Mix Co., and filed as of this date, a notice of claim by Ontario Ready-Mix Co. for Ready-Mix Concrete in the sum of $[illegible],725.75 Dollars against the bond taken from The Continental Casualty Company through C. A. Tomasscke and Sons for the work of pouring Ready-Mix Concrete on the Snake River Bridge at Fayette, Idaho.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Notarial Dept.

[illegible]:
Enc.

RECEIVED
FEB 23 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]CEIVED
[illegible] FEB [illegible] 1953
FOR FILING

February 24, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Ontario Ready-Mix Company. This claim is in the sum of $3,725.75 and is for ready-mix concrete furnished on State Highway Contract No. 3438, awarded to Lindstrom Brothers, Inc., for work on the Payette (Snake River) Bridge on the Old Oregon Trail in Malheur County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md
Attach.

cc - C. A. Tomassene and Sons
Lindstrom Brothers, Inc.
Mr. Warner M. Bruce

2-24-53

Ontario, Oregon
February 16, 1953

To Secretary of State, Salem, Oregon

State Highway Contract No. 3[illegible]:

" Notice hereby is given that the undersigned, [illegible] Ready-Mix Company has a claim for Ready-Mix Concrete, in the sum of [illegible] Dollars against the bond taken from The Continental Casualty Company between C. [illegible] Tomassene and Sons [illegible] for [illegible] of Ready-Mix Concrete on the Snake River Bridge at Payette, Idaho.

[illegible]
Manager

Subscribed and sworn to before me this [illegible] day of February, 1953.

[illegible]
Notary Public for Oregon
My Commission expires [illegible]

Copies sent to:

Secretary of State

Oregon State Highway Commission

Lindstrom Brothers

Contenental Casualty Company

Tomassene and Sons

RECEIVED
File No. 3[illegible]89
Filed--February 20, 19[illegible]
EARL T. NEWBRY, Secretary of State

Ontario, Oregon
February 16,1953

To Secretary Of State, Salem, Oregon
State Highway Contract No. 3438:

" Notice hereby is given that the undersigned, Ontario Ready-Mix Company ahs a claim for Ready-Mix Concrete, in the sum of 3,725.75 Dollars against the bond taken from The Continental Casualty Company through C. A. Tomassene and Sons for the work of puring Ready-Mix Concrete on the Snake River Bridge at Payette, Idaho.

A. H. Mott
Manager

Subscribed and sworn to before me this 16th day of February, 1953.

Martin F. Gallagher
Notary Public for Oregon
My Com. Expires [illegible], 1954

Copies sent to:
- Secretary of State
- Oregon State Highway Commission ✓
- Lindstrom Brothers
- Contenental Casualty Company
- Tomassene and Sons

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

February 10, 1953

Oregon State Highway Dept.
Salem, Oregon

Re: Bond #918230
Lindstrom Bros., Inc. -to-
Oregon State Highway Commission
(Snake River Bridge Job
Highway Contract No. 3438)

Gentlemen:

This will acknowledge receipt of your letter of January 30, 1953 advising us of an unpaid supplier in connection with the above captioned contract.

Of course, you can appreciate that we have no information concerning the validity of this claim. However, we understand this contractor to be responsible, financially and otherwise, and if indebted to this particular supplier, we believe that he will pay him. Accordingly, we have referred your communication to our principal requesting that this matter be given his prompt attention.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

AD/mg

RECEIVED
FOR FILING

Lewis

January 30, 1953

Ontario Ready-Mix Co.
Box 787
Ontario, Oregon

Attention: Mr. A. H. Mott

Gentlemen:

This is to acknowledge your letter of January 28 in which you state that Lindstrom Brothers owe you $3,725.75 for concrete delivered on the Snake River Bridge on the Old Oregon Trail in Malheur County, State Highway Contract No. 3438. The Continental Casualty Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

This contract has not yet been completed, but if you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it would be well to file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/29
Attach.

NOTED ON CARD
1-3

RECEIVED
FOR FILING

Liens

January 30, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter dated January 28 from Ontario Ready-Mix Company, Box 787, ontario, stating that Lindstrom Brothers owe them the sum of $3,725.75 for concrete delivered on the Snake River Bridge job on the Old Oregon Trail in Malheur County, known as State Highway Contract No. 3438.

This information is provided as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/29

cc - Mr. Warner M. Bruce
1411 Fourth Avenue
Seattle, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

[illegible]

1-30-53

RECEIVED
FOR FILING

S-321(c)

3438

Williams
Secretary

NOTED
W. C. WILLIAMS

Ontario, Oregon
Jan. 28, 1953

Dear Sirs:

We have not received payment of 3,725.75 for Concrete delivered to Lindstrom Bros. on the Snake River Bridge job. Bridge Job FAP 23-1045 Contr. 34-38 Br. 43-35 Oregon State Highway at Payette, Idaho Highway 90. Could you furnish us with the name of the Bonding Co. and their mailing address? Also the name and address of the local agent. Thank You.

Ontario Ready-Mix Co.
Box 787
Ontario, Oregon

/s/ A. H. Mott
Manager

(Contract No. 3438)

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 1953

Section Snake River Bridge (Payette Spur)

Kind of work Grading and Paving

Highway Old Oregon Trail

Section prefix 23-1045

Contractor Lindstrom Bros.

Contract number 3458

Date of contract November 15, 1950

Date of completion December 31, 1951

Date work started November 30, 1950

Estimated date of completion May, 1953

Amount of contract $ 444,705.00

Per cent of time elapsed 377 days over %

Estimated cost of completed project, exclusive of engineering $ 418,700.00

Per cent of contract completed, based on total contract price 90 %

Engineering cost to date $ 22,500, 5 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Logan, subcontractor, hauled Gravel Base until noon on Wednesday of this week and then did some shaping until Thursday. He pulled off the job on Thursday and will do no work until spring. At that time he will have to spot a few loads of Base material ,shape roadbed better and finish the slopes.

NOTED
FORREST COOPER

NOTED

RECEIVED
JAN 12 1953
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed L.C.Johnson by:

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	0.67		0.67	0.67
Miles partially completed	0.67	0.67		00	00
Miles completed	0.60	00		00	00
Total estimated quantities	28,500	6,600		130 cy 23 ton	1600 tons
Estimated quantities moved or placed to date	30,100	4.100		00	00
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		9			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., . . . 6 trucks . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Snow		
Tuesday	Snow		
Wednesday	Rain		
Thursday	Rain		
Friday	Overcast		
Saturday	Overcast		

RECEIVED
FEB 15 1952
FOR FILING

February 14, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 335 days, from December 31, 1951 to and including November 30, 1952, within which to complete your contract No. 3438 for structure, grading and paving on the Payette (Snake River) Section of the Old Oregon Trail in Malheur County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

O. R. Kennen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
FOR FILING

January 22, 1952

Mr. E. V. Miller
State Highway Engineer
Department of Highways
Boise, Idaho

Dear Sir:

Re: Snake River Bridge at Weiser

This is to advise approval of your Work Order No. 5 on the above project covering rehabilitation of traffic signal system on the Snake River Bridge in the amount of $698.93. It is understood that this amount is to become a part of the cost of the cooperative project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

COPY

January 16, 1952

Mr. G. S. Paxson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Project S-300(1) Snake River
Bridge at Weiser.

Dear Sir:

Enclosed are three copies of Work Order No. 5, Project FAS-300(1), Force Account Work, Rehabilitating Traffic Signal System on Snake River Bridge serving as detour, $698.93.

Will you kindly indicate your approval by letter (original and two copies) as outlined in our Mr. Albrethsen's letter to you dated November 8, 1951.

Very truly yours,

DEPARTMENT OF HIGHWAYS
E.V.MILLER, STATE HIGHWAY ENGINEER

By_________________________
Leo Vincent
Finance Officer

LV
JAJ:wm
Encls: 3
cc: James Reid
Asst. State Highway Engineer
Walter Albrethsen
Bridge Engineer

[illegible]

160 Ft. 1" Gal. Conduit	55.70
2035 Ft. # 12 T.W. Wire	45.77
351 Ft. #10 T.W. Wire	14.04
3 1¼ Type C Condulets	6.10
3 1¼ Condulet Covers	1.44
6 1¼ x 1 Bushings	1.92
1 GUAB-26 Condulet	4.20
3 3/4 GUAT Condulet	8.75
4 3/4 Unions W. T.	6.40
1 1" Unions W. T.	2.25
7 1" Erickson Couplings	8.75
2 3/4" Erickson Couplings	1.70
3 3/4 Bushings	.24
350 Ft. 3/4 Gal. Conduit	87.50
1# Check Sealer	2.25
	247.01

Copy for
- ____Resident Engineer
- ____District Engineer
- ____Office Engineer
- ____Chief Accountant
- ____Bureau of Public Roads
- ____Contractor
- ____Engineer Accountant

STATE OF IDAHO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS

Order for Additional or Extra Work

Project No. FAS 300(1)
Work Order No. 5

TO CONTRACTOR J. H. Wise & Son, Inc., Date 31, October, 19 xx 1951

ADDRESS Boise, Idaho

Under the provisions of your contract No. 1530 for the construction of FAS Project No. 300(1) you are hereby authorized to perform the following additional to the quantities and/or items contained in the original proposal; payment to be made—

☐ At original contract prices;

☐ At agreed prices under supplemental agreement;

☒ On a force account basis.

The State will not be liable for the payment for any additional or extra work performed prior to the approval of this work order.

(NON-PARTICIPATING)

DESCRIPTION OF WORK

(Give location and character of work, with definite reasons for overruns; in the case of force account items show approximate quantities.)

Rehabilitate Traffic Signal System on Snake River Bridge serving as detour. Due to indefinite delay and close down of project, incident to non-delivery of steel, traffic signals and controls on bridge must be placed in more permanent location, conduit, etc. for the winter. The work is considered over and above the responsibility of the Contractor as covered by SP-1 of the Contract.

ESTIMATE OF COST—ADDITIONAL WORK

Quantity	Unit	ITEM	Unit Price	Amount
		Force Account as listed on back of sheet		698.93

Approved P. D. Quarles
P. D. Quarles - Traffic Engineer Asst.

Approved Walter Albrethsen
Walter Albrethsen - Bridge Engineer

Additional Funds Required

Requested 7, December, 19 51
Resident Engineer

Recommended 7, December, 19 51
District Engineer

Approved 1-4, 19 52

State Highway Engineer
~~Commissioner of Public Works~~

By
~~Office Engineer~~

(SEE REVERSE FOR FORCE ACCOUNT ESTIMATE)

Approved C. J. C.
C. J. Carrigan - B.P.R.

ESTIMATE OF COST—EXTRA WORK

	ITEMS	AMOUNT	
Material	Electrical Supplies as per attached sheet	247.01	
	3" Galv. Iron Pipe 8Ft. @ 0.90	7.20	
			254.21
Labor	Foreman 25 ½ Hrs. @ 2.70	68.85	
	Labor 69 Hrs. @ 2.30	158.70	
	Labor 61 Hrs. @ 2.00	122.00	
	Labor 1 Hr. @ 1.60	1.60	351.15
Teams			
Sub. Total		605.36	
Plus 15% on Labor and 10% on Material Costs	254.21 @ 10% 351.15 @ 15%	78.09	
Other Equipment			
	Cut and weld signal light	6.00	
Industrial Insurance	351.15 @ 2.70	9.48	
Total Estimated Cost		698.93	

RECEIVED
DEC 12 1951
IDAHO DISTRICT

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JAN 1[illegible] 1952
FOR FILING

January 14, 1952

State Highway Commission

Request for extension of time
No. 5
Jan 31-Feb. 1 meeting

Gentlemen:

Re: Snake River Bridge
Contract 343[illegible]
Lindstrom Bros., Inc., Contractor

Herewith a request for an extension of time from December 31, 1951, to and including November 30, 1952, in which to complete the work on the Snake River Bridge at Payette.

This job involves a considerable amount of structural steel, and due to restrictions on the use of this material, we were not able to extend priorities earlier than the first quarter of 1952. The delay in completion of the project is due to this reason.

I recommend that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

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NOV 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 21, 1951

~~Paxton~~

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-301(1)
Payette Bridge - Allotment
Authorization D 35-123

Dear Sir:

Attached are two copies of subject allotment authorization dated November 19, 1951 covering 26 tons of plates for 1Q52 delivery.

It cancels No. D 35-120 which covered the same materials for 2Q52 delivery.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Encls. ([illegible])

CC - Carl Jonasson

RECEIVED
FOR FILING

September 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-301(1) Payette Bridge
Return of 107 tons carbon steel allotted
beyond need.

Dear Sir:

Reference is made to the letter addressed to the State Highway Commission, attention Mr. G. S. Paxson, by Mr. W. J. Gross of the American Bridge Company, dated September 17, 1951, re: Structual steel for the Snake River Bridge at Payette.

The Division Office comments, in part, as follows:

"In view of the acceptance of orders for third quarter delivery, which we had been led to believe was impossible, it appears that fourth and first quarter allotments now outstanding exceed the quantities needed in addition to third quarter acceptances. Mr. Gross' letter did not, of course, take into account our action of that date (BPR Serial No. D35-76). Our records indicate the following:

PLATES - 215 tons required
13 tons accepted 3rd quarter
162 tons allotted 4th quarter (D35-76)
53 tons allotted 1st quarter (D35-64)
228
215
13 tons allotted beyond need

SHAPES - 241 tons required (previously stated as 242 tons)
217 tons accepted 3rd quarter
118 tons allotted 4th quarter (D35-76)
335
241
94 tons allotted beyond need.

"175 tons of the original third quarter allotment (BPR Serial No. 35-2) remained outstanding after revalidating 226 tons. Mr. Gross' letter indicates that orders for 230 tons were accepted. Were the remaining 55 tons purchased on the open market without priority? Or is there still a misunderstanding as to the effect of a revalidation?

You already have been advised, by a copy of Mr. Clark's tele type, that the additional 26 tons of first quarter steel cannot be allotted at this time. The fourth quarter needs, as shown by the above tabulations, have been covered and exceeded.

At the earliest possible date we should have a definite return of the 107 tons allotted beyond need. Such overallotments should be avoided if possible, and corrected promptly when they do occur."

Please note that the Division Office asks two specific questions, (1) Were 55 tons purchased on the open market without priority? (2) Is there a misunderstanding as to the effect of a revalidation?

It also makes the specific request that the 107 tons of steel, allotted beyond need, be returned at the earliest possible date.

It is understood that Mr. Gross has made telegraphic inquiry of his suppliers concerning these matters. As soon as the clarifying details are available, he should release, through this office, all steel beyond the needs of the project.

Your assistance is requested in answering the Division Office's questions and complying with its request for the prompt return of the 107 tons of steel mentioned above.

Very truly yours,

C. G. POLK
Acting District Engineer

CC: C. A. Gardner

RECEIVED
FOR FILING

F.

August 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Projects-301(1) Payette Bridge

Dear Sir:

A copy of the following telegram addressed to Mr. W.H. Lynch from Deputy Commissioner Clark is quoted below:

> URMEMO AUGUST 20 RELATIVE STEEL FOR OREGON S-301(1). YOU MAY ALLOT ADDITIONAL 12 TONS PLATES TO THIS PROJECT AND OREGONS ALLOTMENT WILL BE INCREASED ACCORDINGLY. WE CAN ALLOT ADDITIONAL 33 TONS OF SHAPES AT THIS TIME IF DESIRED AND POSSIBLY MORE LATER AFTER OTHER STATES ARE CANVASSED. ADVISE WHETHER INCREASE FROM 188.63 TONS SHAPES FOR PROJECT TO 242 TONS REPRESENTS ADDITIONAL STEEL REQUIRED OR INCLUSIVE OF 53.4 TONS OF STRUCTURAL BARS.

Kindly advise if you desire issuance of allotment for twelve (12) tons of plates and/or thirty-three (33) tons of shapes.

It is suggested that you make tabular reconciliation of quantities to answer final sentence.

Very truly yours,

C. G. Polk
Acting District Engineer

By
W. H. Schwiesow
Highway Engineer

Original [illegible] with [illegible]
with note [illegible]

RECEIVED
FOR FILING

S-301(1)

3420

June 18, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Payette Bridge over Snake River
F.A.P. Oregon S-301(1)

Attached please find data to support request for priority assistance for contractor's use in obtaining the balance of the metal reinforcing for this project. This project is our preference No. 3 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. H. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc G. S. Paxson
C. A. Gardner

RECEIVED
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 23, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon-Idaho S-301(1)
Snake River (Payette)
Bridge

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project. We have furnished the State of Idaho with a copy for their files.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jon

1946)

28-270

State**s** Oregon and Idaho

Federal Aid Secondary

Project No. S-301(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of May, 1951, by and between The Oregon State Highway Commission and The Department of Highways, State of Idaho, constituting for the purpose hereof, the Highway Departments of the States of Oregon and Idaho, respectively, hereinafter called the Highway Departments and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Departments of said States submitted on ~~the~~ October 6, 1949 ~~day~~ ~~of~~ and on September 26, 1949, respectively, ~~19~~, ~~a~~ programs which ~~was~~ were approved on the 5th day of December, 1949, for the project hereinafter described; and

Whereas the Highway Departments in accordance with the regulations promulgated for the administration of the Act, ~~has~~ have furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of October, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred ninety-one thousand, eighty-seven and 47/100 dollars ($291,087.47) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Departments and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State of Oregon, an amount sufficient to finance its share of the construction cost from Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

By the State of Idaho, an amount sufficient to finance its share of the construction cost from Title 40, Idaho Code - Sections 40-405 and 40-2210, and all acts amendatory thereof. (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 59+22.07 on the line between Sections 10 and 11, T. 17 S., R. 47 E., W.M., in Oregon, and survey station 101+40.10 in Payette, Idaho, without exception,

, length 0.799 miles, in Malheur County, Oregon, ~~County~~, and Payette County, Idaho, being Oregon-Idaho Federal / Aid Secondary project No. S-301(1), consisting of 0.668 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.131 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

16—11370-2

(c) The amount of Federal funds set aside by this agreement is $291,087.47, of which $138,000.00 shall be charged against the apportionment of the State of Oregon and $153,087.47 shall be charged against the apportionment of the State of Idaho.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred ninety-one thousand, eighty-seven and 47/100 dollars ($291,087.47), which does not exceed the authorized Federal pro rata share of four hundred eighty-nine thousand, one hundred seventy-five and 50/100 dollars ($489,175.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurers (Official or depository) hereby designated by the Highway Departments for that purpose and authorized under the laws of said States to receive public funds of the States of Oregon and Idaho (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Departments will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, ~~[illegible]~~ in accordance with the (Include reference to statute authorizing terms of their agreement dated March 12, 1948, covering the maintenance of the funds and probable amount annually available) project, construction of which is provided hereunder.

The Highway Departments will use every means within ~~its~~ their power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Departments to execute agreements will be found in the agreements for ~~project No.~~ Oregon Project No. 112 and Idaho Project No. F-12(4).

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

~~By~~ DEPARTMENT OF HIGHWAYS,
STATE OF IDAHO

Jno R McKinney
(Title of officer)

By Jno. R. McKinney
Commissioner of Highways
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

RECEIVED

3645

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1951

SUBJECT:

To:

American Bridge Company
U. S. National Bank Building
309 S. W. Sixth Avenue
Portland 4, Oregon

NOTED
W C WILLIAMS

Gentlemen:

You advised that it is impossible to secure without priority assistance the sheet lead which we specify for the setting of the shoes for the girders at the Marion Street Bridge in Salem and at the Payette Bridge over the Snake River. The Bureau of Public Roads has advised that priorities are not available for this material We will. therefore, substitute for the sheet lead three layers of heavy canvas. The pier top is to be coated with white lead prior to the laying of the first layer of canvas, and each layer is to be coated with white lead before the succeeding layer is placed. On top of the third canvas layer and just before setting the shoes, a coating of white lead should be applied. This substitution is also contingent on extreme care being used in the finishing of the pier tops

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc L. L Jensen
O. R. Kennen

ASSIGNMENT

No. 2649
By

iption: C. G. Polk's letter of April 30 regarding request for assistance in securing critical materials for the Payette Bridge, Project S-301 (1)

Acknowledged by _____ Referred to Paxson ✓

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature
____

Assignment executed 5-15-51 Report received ________
me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 30, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reply to our request for assistance in securing critical materials for the Payette Bridge, Project S-301(1), our Washington office advises that it has taken the necessary action with the NPA for all items listed except for the 450 lbs. of lead. In view of the small amount of lead required it was thought that it might be possible to obtain it without priority assistance.

If a priority rating is requested, will you please submit all the necessary information as indicated in the form entitled, "Data Required to Support Requests for Priority Assistance", attached to our letter of April 6.

It appears that the data submitted previously for items 4 to 9 inclusive, in your letter apply to the steel only and similar data are needed with respect to the lead.

Very truly yours,

NOTED
W. C. WILLIAMS

CGPolk
C. G. POLK
Acting District Engineer

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
FOR FILING

May 10, 1951

Mr. Jno. R. McKinney, Commissioner
Department of Highways
P. O. Box 879
Boise, Idaho

Dear Sir:

We are enclosing three copies of project agreement for the Snake River Bridge and Approaches at Payette, Oregon-Idaho, Project No. S-301 (1).

These copies have been signed by the Oregon State Highway Commission and in accordance with a request from the Bureau of Public Roads, we are forewarding them to you for your signature.

After execution, if you will return the documents to this department we will foreward them to the Bureau of Public Roads who will return to you one fully executed copy.

We are also enclosing twelve copies of project agreement estimate for your files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

March 28, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Snake River (Payette) Bridge Section, Project No. S-301 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Oregon-Idaho Federal Aid
Secondary Project No. S-301 (1)

SNAKE RIVER (PAYETTE) BRIDGE SECTION
OF THE PAYETTE SPUR (OLD OREGON TRAIL)
IN MALHEUR COUNTY, OREGON AND PAYETTE COUNTY, IDAHO

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 20, 1951

ROADWAY APPROACHES

Type Code 6201
(Oregon, Sta. 59+22.07 to 84+79)(Idaho, Sta. 91+68.25 to 101+40.1)

All Required		Clearing and Grubbing		$ 2,500.00
50	cu. yds.	Trench Excavation, Unclassified	$ 4.00	200.00
27,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40	10,800.00
4,800	cu. yds.	General Excavation, Unclassified	0.40	1,920.00
5,500	yd. sta.	Short Overhaul	0.03	165.00
54,000	yd. mi.	Truck Haul on Borrow	0.14	7,560.00
0.67	mile	Finishing Roadbed and Slopes	1,000.00	670.00
2,000	lin. ft.	Rounding Cutbanks	0.15	300.00
70	lin. ft.	18" Corrugated Metal Siphon Pipe	4.00	280.00
60	lin. ft.	12" Concrete Pipe	2.00	120.00
80	lin. ft.	18" Concrete Pipe	3.50	280.00
170	lin. ft.	Salvaging Culvert Pipe	2.00	340.00
3	cu. yds.	Concrete End Basins	70.00	210.00
5,200	cu. yds.	4" - 0 Material in Base	0.80	4,160.00
1,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	3,500.00
140	M-gal.	Sprinkling	3.00	420.00
15	tons	Furnishing and Placing RC-3 Asphalt	60.00	900.00
80	cu. yds.	3/4" - 0 Material in Binder Course	5.00	400.00
1,600	tons	Class "B" Asphaltic Concrete	8.00	12,800.00
8	tons	RS-1 Emulsified Asphalt	60.00	480.00
50	cu. yds.	Aggregate in Seal Coat	7.00	350.00
			Subtotal	$48,355.00
			10% Engr. & Cont.	4,835.50
			Total	$53,190.50

STRUCTURE

Type Code X031
(Sta. 84+79 to 91+68.25)

All Required		Shoring, Cribbing, Etc.		$ 35,000.00
1,800	cu. yds.	Structural Excavation	$ 10.00	18,000.00
20	cu. yds.	Structural Excavation Below Elevation Shown	15.00	300.00
1,700	lin. ft.	Furnish Steel Piling	7.00	11,900.00
64	only	Drive Steel Piles	50.00	3,200.00
1,400	cu. yds.	Class "A" Concrete	58.00	81,200.00
196,000	lbs.	Metal Reinforcement	0.1125	22,050.00
274,000	lbs.	Structural Carbon Steel	0.20	54,800.00
630,000	lbs.	Structural Low Alloy Steel	0.23	144,900.00
All Required		Remove Old Bridge		25,000.00
			Subtotal	$396,350.00
			10% Engr. & Cont.	39,635.00
			Total	$435,985.00

Length of Roadway (Oregon)	0.484 mile
Length of Roadway (Idaho)	0.184 mile
Length of Structure	0.131 mile
Total Length	0.799 mile
Cost per mile, Roadway	$79,626.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
OREGON			
Roadway (50% of Total Cost)	$ 26,595.25	$ 15,005.00	$ 11,590.25
Structure (50% of Total Cost)	217,992.50	122,995.00	94,997.50
	$244,587.75	$138,000.00	$106,587.75
IDAHO			
Roadway (50% of Total Cost)	$ 26,595.25	$ 16,645.97	$ 9,949.28
Structure (50% of Total Cost)	217,992.50	136,441.50	81,551.00
	$244,587.75(62.59%)	$153,087.47	$ 91,500.28
	$489,175.50	$291,087.47	$198,088.03

Funds for Construction:

Oregon: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Idaho: Title 40, Idaho Code: Sections 40-405 and 40-2210, Idaho Code: and all acts amendatory thereof.

Funds for Maintenance:

Oregon: Chap. 529, laws 1939
Idaho: Title 40, Idaho Code: Sections 40-405 and 40-2210, Idaho Code: and all acts amendatory thereof.

October 30, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Snake River (Payette) Bridge Section, Oregon-Idaho Project No. S-301 (1) in which estimate several of the estimated unit prices for the structure items have been changed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cs

Encl.

Oregon State Highway Project

Oregon-Idaho Federal Aid
Secondary Project No. S-301 (1)

SNAKE RIVER ([illegible]) [illegible] [illegible]
OF THE [illegible] [illegible] ([illegible] [illegible] [illegible])
IN MALHEUR COUNTY, OREGON AND PAYETTE COUNTY, IDAHO

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 30, 1950

ROADWAY APPROACH (OREGON)

Type Code 6201
(Sta. 59+22.37 to 84+79)

All Required		Clearing and Grubbing (73%)		$ 365.00
36	cu. yds.	Trench Excavation, Unclassified	$ 3.00	108.00
26,450	cu. yds.	Special Borrow Excavation, Unclassified	0.30	7,935.00
300	cu. yds.	General Excavation, Unclassified	0.40	120.00
52,900	yd. mi.	Truck Haul on Borrow	0.12	6,348.00
0.49	mile	Finishing Roadbed and Slopes	600.00	294.00
700	lin. ft.	Rounding Cutbanks	0.25	175.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	5.00	350.00
80	lin. ft.	18" Concrete Pipe	3.25	260.00
130	lin. ft.	Salvaging Culvert Pipe	2.00	260.00
3	cu. yds.	Concrete End Basins	65.00	195.00
3,640	cu. yds.	4" - 0" Material in Base	1.10	4,004.00
1,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	2,500.00
100	M-gals.	Sprinkling	2.50	250.00
11	tons	Furnishing and Placing MC-3 Asphalt	50.00	550.00
58	cu. yds.	3/4" - 0" Material in Binder Course	4.00	232.00
2,160	tons	Class "B" Asphaltic Concrete	8.00	9,280.00
6	tons	RS-1 Emulsified Asphalt	55.00	330.00
36	cu. yds.	Aggregate in Seal Coat	5.00	180.00
			Subtotal	$ 33,736.00
			10% Engr. & Cont.	3,373.60
			Total	$ 37,109.60

ROADWAY APPROACH (IDAHO)

Type Code 6201
(Sta. 91+[illegible] to 131+40.1)

All Required		Clearing and Grubbing (27%)		$ 135.00

14	cu. yds.	Trench Excavation, Unclassified	$ 3.00	$ 42.00
550	cu. yds.	Special Borrow Excavation, Unclassified	0.30	165.00
4,500	cu. yds.	General Excavation, Unclassified	0.40	1,800.00
5,500	yd. sta.	Short Overhaul	0.02	110.00
1,100	yd. mi.	Truck Haul on Borrow	0.12	132.00
0.18	mile	Finishing Roadbed and Slopes	600.00	108.00
1,300	lin. ft.	Rounding Cutbanks	0.25	325.00
60	lin. ft.	12" Concrete Pipe	2.00	120.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
1,560	cu. yds.	4" - 0" Material in Base	1.10	1,716.00
400	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	1,000.00
40	M-gal.	Sprinkling	2.50	100.00
4	tons	Furnishing and Placing RC-3 Asphalt	50.00	200.00
22	cu. yds.	3/4" - 0" Material in Binder Course	4.00	88.00
440	tons	Class "B" Asphaltic Concrete	8.00	3,520.00
2	tons	RS-1 Emulsified Asphalt	55.00	110.00
14	cu. yds.	Aggregate in Seal Coat	5.00	70.00
			Subtotal	$ 9,821.00
			10% Engr. & Cont.	982.10
			Total	$ 10,803.10

[illegible] ([illegible])

Type Code X231
(Sta. 84+77 to 91+68.25)

All Required		Shoring, Cribbing, etc.		$ 35,000.00
1,800	cu. yds.	Structural Excavation	$ 10.00	18,000.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
1,700	lin. ft.	Furnish Steel Piling	7.50	12,750.00
64	only	Drive Steel Piles	75.00	4,800.00
1,400	cu. yds.	Class "A" Concrete	60.00	84,000.00
196,000	lbs.	Metal Reinforcement	0.12	23,520.00
274,000	lbs.	Structural Carbon Steel	0.21	57,540.00
630,000	lbs.	Structural Low Alloy Steel	0.24	151,200.00
All Required		Remove Old Bridge		20,000.00
			Subtotal	$407,010.00
			10% Engr. & Cont.	40,701.00
			Total	$447,711.00

Length of Roadway (Oregon)	0.484 mile
Length of Roadway (Idaho)	0.184 mile
Length of Structure	0.131 mile
Total Length	0.799 mile
Cost per mile, Roadway (Oregon)	$76,672.72
Cost per mile, Roadway (Idaho)	$58,712.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
OREGON			
Roadway	$ 37,109.60	$ 22,894.00	$14,215.60
Structure (50% of Total Cost)	223,855.50	138,106.00	85,749.50
	$260,965.10	$161,000.00	$99,965.10
IDAHO			
Roadway	$ 10,803.10		
Structure (50% of Total Cost)	223,855.50		
	$234,658.60		
Totals	$495,623.70		

October 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Snake River (Payette) Bridge Section, Oregon-Idaho Project No. S-301 (1).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

You will note to set-up of funds for the Idaho portion is incomplete in the estimate, as we do not know the amount of Federal Secondary Funds they have programmed for their portion of the work.

This information will be secured, however, and will be included in the project agreement estimate.

The usual copies of right of way statement for this project will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
[illegible]

Oregon State Highway Project

Oregon-Idaho Federal Aid
Secondary Project No. S-301 (1)

SNAKE RIVER (PAYETTE) BRIDGE SECTION

OF THE PAYETTE [illegible] (OLD OREGON TRAIL)

IN MALHEUR COUNTY, OREGON AND PAYETTE COUNTY, IDAHO

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1950

ROADWAY APPROACHES (OREGON)

Type Code 6201
(Sta. [illegible]+22.37 to [illegible]+79)

All Required		Clearing and Grubbing (73%)		$ 365.00
36	cu. yds.	Trench Excavation, Unclassified	$ 3.00	108.00
26,450	cu. yds.	Special Borrow Excavation, Unclassified	0.30	7,935.00
300	cu. yds.	General Excavation, Unclassified	0.40	120.00
52,900	yd. mi.	Truck Haul on Borrow	0.12	6,348.00
0.49	mile	Finishing Roadbed and Slopes	600.00	294.00
700	lin. ft.	Rounding Cutbanks	0.25	175.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	5.00	350.00
80	lin. ft.	18" Concrete Pipe	3.25	260.00
130	lin. ft.	Salvaging Culvert Pipe	2.00	260.00
3	cu. yds.	Concrete End Basins	65.00	195.00
3,640	cu. yds.	4" - 0" Material in Base	1.10	4,004.00
1,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	2,500.00
100	M-gals.	Sprinkling	2.50	250.00
11	tons	Furnishing and Placing RC-3 Asphalt	50.00	550.00
58	cu. yds.	3/4" - 0" Material in Binder Course	4.00	232.00
1,160	tons	Class "B" Asphaltic Concrete	8.00	9,280.00
6	tons	RS-1 Emulsified Asphalt	55.00	330.00
36	cu. yds.	Aggregate in Seal Coat	5.00	180.00
			Subtotal	$ 33,736.00
			10% Engr. & Cont.	3,373.60
			Total	$ 37,109.60

ROADWAY APPROACHES (IDAHO)

Type Code 6201
(Sta. 91+[illegible].23 to 101+41.1)

All Required	Clearing and Grubbing (27%)	$	135.00

14	cu. yds.	Trench Excavation, Unclassified	$ 3.00	$ 42.00
550	cu. yds.	Special Borrow Excavation, Unclassified	0.30	165.00
4,500	cu. yds.	General Excavation, Unclassified	0.40	1,800.00
5,500	yd. sta.	Short Overhaul	0.02	110.00
1,100	yd. mi.	Truck Haul on Borrow	0.12	132.00
0.18	mile	Finishing Roadbed and Slopes	600.00	108.00
1,300	lin. ft.	Rounding Cutbanks	0.25	325.00
60	lin. ft.	12" Concrete Pipe	2.00	120.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
1,560	cu. yds.	4" - 0" Material in Base	1.10	1,716.00
400	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	1,000.00
40	M-gal.	Sprinkling	2.50	100.00
4	tons	Furnishing and Placing MC-3 Asphalt	50.00	200.00
22	cu. yds.	3/4" - 0" Material in Binder Course	4.00	88.00
440	tons	Class "B" Asphaltic Concrete	8.00	3,520.00
2	tons	RS-1 Emulsified Asphalt	55.00	110.00
14	cu. yds.	Aggregate in Seal Coat	5.00	70.00
			Subtotal	$ 9,821.00
			10% Engr. & Cont.	982.10
			Total	$ 10,803.10

STRUCTURES (OREGON AND IDAHO)

Type Code 1021
(Sta. [illegible])

All Required		Shoring, Cribbing, Etc.		$ 20,000.00
1,800	cu. yds.	Structural Excavation	$ 5.00	9,000.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
1,700	lin. ft.	Furnish Steel Piling	7.50	12,750.00
64	only	Drive Steel Piles	75.00	4,800.00
1,400	cu. yds.	Class "A" Concrete	60.00	84,000.00
196,000	lbs.	Metal Reinforcement	0.12	23,520.00
274,000	lbs.	Structural Carbon Steel	0.18	49,320.00
630,000	lbs.	Structural Low Alloy Steel	0.20	126,000.00
All Required		Remove Old Bridge		10,000.00
			Subtotal	$339,490.00
			10% Engr. & Cont.	33,949.00
			Total	$373,439.00

Length of Roadway (Oregon)	0.484 mile
Length of Roadway (Idaho)	0.184 mile
Length of Structure	0.131 mile
Total Length	0.799 mile
Cost per mile, Roadway (Oregon)	$76,672.72
Cost per mile, Roadway (Idaho)	$58,712.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
OREGON			
Roadway	$ 37,109.60	$ 22,880.00	$14,229.60
Structure (50% of Total Cost)	186,719.50	115,120.00	71,599.50
	$223,829.10	$138,000.00	$85,829.10
IDAHO			
Roadway	$ 10,803.10		
Structure (50% of Total Cost)	186,719.50		
	$197,522.60		
Totals	$421,351.70		

Oregon State Highway Project

Oregon-Idaho Federal Aid
Secondary Project No. S-301 (1)

SNAKE RIVER (PAYETTE) BRIDGE SECTION

OF THE PAYETTE HWY. (OLD OREGON TRAIL)

IN MALHEUR COUNTY, OREGON AND PAYETTE COUNTY, IDAHO

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

14

Salem, Oregon, October 18, 1950

ROADWAY APPROACHES (OREGON)

Type Code 6201
(Sta. 59+22.07 to [illegible]+79)

All Required		Clearing and Grubbing (73%)		$ 365.00
36	cu. yds.	Trench Excavation, Unclassified	$ 3.00	108.00
26,450	cu. yds.	Special Borrow Excavation, Unclassified	0.30	7,935.00
300	cu. yds.	General Excavation, Unclassified	0.40	120.00
52,900	yd. mi.	Truck Haul on Borrow	0.12	6,348.00
0.49	mile	Finishing Roadbed and Slopes	600.00	294.00
700	lin. ft.	Rounding Cutbanks	0.25	175.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	5.00	350.00
80	lin. ft.	18" Concrete Pipe	3.25	260.00
130	lin. ft.	Salvaging Culvert Pipe	2.00	260.00
3	cu. yds.	Concrete End Basins	65.00	195.00
3,640	cu. yds.	4" - 0" Material in Base	1.10	4,004.00
1,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	2,500.00
100	M-gals.	Sprinkling	2.50	250.00
11	tons	Furnishing and Placing MC-3 Asphalt	50.00	550.00
58	cu. yds.	3/4" - 0" Material in Binder Course	4.00	232.00
1,160	tons	Class "B" Asphaltic Concrete	8.00	9,280.00
6	tons	RS-1 Emulsified Asphalt	55.00	330.00
36	cu. yds.	Aggregate in Seal Coat	5.00	180.00
			Subtotal	$ 33,736.00
			10% Engr. & Cont.	3,373.60
			Total	$ 37,109.60

ROADWAY APPROACHES (IDAHO)

Type Code 6201
(Sta. 91+[illegible].23 to 101+41.1)

All Required	Clearing and Grubbing (27%)	$ 135.00

14	cu. yds.	Trench Excavation, Unclassified	$ 3.00	$ 42.00
550	cu. yds.	Special Borrow Excavation, Unclassified	0.30	165.00
4,500	cu. yds.	General Excavation, Unclassified	0.40	1,800.00
5,500	yd. sta.	Short Overhaul	0.02	110.00
1,100	yd. mi.	Truck Haul on Borrow	0.12	132.00
0.18	mile	Finishing Roadbed and Slopes	600.00	108.00
1,300	lin. ft.	Rounding Cutbanks	0.25	325.00
60	lin. ft.	12" Concrete Pipe	2.00	120.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
1,560	cu. yds.	4" - 0" Material in Base	1.10	1,716.00
400	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	1,000.00
40	M-gal.	Sprinkling	2.50	100.00
4	tons	Furnishing and Placing MC-3 Asphalt	50.00	200.00
22	cu. yds.	3/4" - 0" Material in Binder Course	4.00	88.00
440	tons	Class "B" Asphaltic Concrete	8.00	3,520.00
2	tons	RS-1 Emulsified Asphalt	55.00	110.00
14	cu. yds.	Aggregate in Seal Coat	5.00	70.00
		Subtotal		$ 9,621.00
		10% Engr. & Cont.		962.10
		Total		$ 10,583.10

[illegible] ([illegible])

Type Code #031
(Sta. [illegible]+79 to 71+6[illegible].25)

All Required		Shoring, Cribbing, Etc.		$ 20,000.00
1,800	cu. yds.	Structural Excavation	$ 5.00	9,000.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
1,700	lin. ft.	Furnish Steel Piling	7.50	12,750.00
64	only	Drive Steel Piles	75.00	4,800.00
1,400	cu. yds.	Class "A" Concrete	60.00	84,000.00
196,000	lbs.	Metal Reinforcement	0.12	23,520.00
274,000	lbs.	Structural Carbon Steel	0.18	49,320.00
630,000	lbs.	Structural Low Alloy Steel	0.20	126,000.00
All Required		Remove Old Bridge		10,000.00
		Subtotal		$339,490.00
		10% Engr. & Cont.		33,949.00
		Total		$373,439.00

Length of Roadway (Oregon)	0.484 mile
Length of Roadway (Idaho)	0.184 mile
Length of Structure	0.131 mile
Total Length	0.799 mile
Cost per mile, Roadway (Oregon)	$76,672.72
Cost per mile, Roadway (Idaho)	$58,712.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
OREGON			
Roadway	$ 37,109.60	$ 22,880.00	$14,229.60
Structure (50% of Total Cost)	186,719.50	115,120.00	71,599.50
	$223,829.10	$138,000.00	$85,829.10
IDAHO			
Roadway	$ 10,803.10		
Structure (50% of Total Cost)	186,719.50		
	$197,522.60		
Totals	$421,351.70		

Oregon State Highway Project

Oregon-Idaho Federal Aid
Secondary Project No. S-301 (1)

SNAKE RIVER (PAYETTE) BRIDGE SECTION
OF THE PAYETTE ROAD (OLD OREGON TRAIL)
IN MALHEUR COUNTY, OREGON AND PAYETTE COUNTY, IDAHO

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1950

ROADWAY APPROACHES (OREGON)

Type Code 6201
(Sta. 59+22.07 to 84+79)

All Required		Clearing and Grubbing (73%)		$ 365.00
36	cu. yds.	Trench Excavation, Unclassified	$ 3.00	108.00
26,450	cu. yds.	Special Borrow Excavation, Unclassified	0.30	7,935.00
300	cu. yds.	General Excavation, Unclassified	0.40	120.00
52,900	yd. mi.	Truck Haul on Borrow	0.12	6,348.00
0.49	mile	Finishing Roadbed and Slopes	600.00	294.00
700	lin. ft.	Rounding Cutbanks	0.25	175.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	5.00	350.00
80	lin. ft.	18" Concrete Pipe	3.25	260.00
130	lin. ft.	Salvaging Culvert Pipe	2.00	260.00
3	cu. yds.	Concrete End Basins	65.00	195.00
3,640	cu. yds.	4" - 0" Material in Base	1.10	4,004.00
1,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	2,500.00
100	M-gals.	Sprinkling	2.50	250.00
11	tons	Furnishing and Placing RC-3 Asphalt	50.00	550.00
58	cu. yds.	3/4" - 0" Material in Binder Course	4.00	232.00
1,160	tons	Class "B" Asphaltic Concrete	8.00	9,280.00
6	tons	RS-1 Emulsified Asphalt	55.00	330.00
36	cu. yds.	Aggregate in Seal Coat	5.00	180.00
			Subtotal	$ 33,736.00
			10% Engr. & Cont.	3,373.60
			Total	$ 37,109.60

ROADWAY APPROACHES (IDAHO)

Type Code 6201
(Sta. 91+[illegible].23 to 121+41.1)

All Required	Clearing and Grubbing (27%)		$ 135.00

14	cu. yds.	Trench Excavation, Unclassified	$ 3.00	$ 42.00
550	cu. yds.	Special Borrow Excavation, Unclassified	0.30	165.00
4,500	cu. yds.	General Excavation, Unclassified	0.40	1,800.00
5,500	yd. sta.	Short Overhaul	0.02	110.00
1,100	yd. mi.	Truck Haul on Borrow	0.12	132.00
0.18	mile	Finishing Roadbed and Slopes	600.00	108.00
1,300	lin. ft.	Rounding Cutbanks	0.25	325.00
60	lin. ft.	12" Concrete Pipe	2.00	120.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
1,560	cu. yds.	4" - 0" Material in Base	1.10	1,716.00
400	cu. yds.	3/4" - 0" Material in Base and Shoulders	2.50	1,000.00
40	M-gal.	Sprinkling	2.50	100.00
4	tons	Furnishing and Placing MC-3 Asphalt	50.00	200.00
22	cu. yds.	3/4" - 0" Material in Binder Course	4.00	88.00
440	tons	Class "B" Asphaltic Concrete	8.00	3,520.00
2	tons	RS-1 Emulsified Asphalt	55.00	110.00
14	cu. yds.	Aggregate in Seal Coat	5.00	70.00
			Subtotal	$ 9,821.00
			10% Engr. & Cont.	982.10
			Total	$ 10,803.10

STRUCTURE (OREGON AND IDAHO)

Type Code X031
(Sta. 84+77 to 91+[illegible].25)

All Required		Shoring, Cribbing, Etc.		$ 20,000.00
1,800	cu. yds.	Structural Excavation	$ 5.00	9,000.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
1,700	lin. ft.	Furnish Steel Piling	7.50	12,750.00
64	only	Drive Steel Piles	75.00	4,800.00
1,400	cu. yds.	Class "A" Concrete	60.00	84,000.00
196,000	lbs.	Metal Reinforcement	0.12	23,520.00
274,000	lbs.	Structural Carbon Steel	0.18	49,320.00
630,000	lbs.	Structural Low Alloy Steel	0.20	126,000.00
All Required		Remove Old Bridge		10,000.00
			Subtotal	$339,490.00
			10% Engr. & Cont.	33,949.00
			Total	$373,439.00

Length of Roadway (Oregon)	0.484 mile
Length of Roadway (Idaho)	0.184 mile
Length of Structure	0.131 mile
Total Length	0.799 mile
Cost per mile, Roadway (Oregon)	$76,672.72
Cost per mile, Roadway (Idaho)	$58,712.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
OREGON			
Roadway	$ 37,109.60	$ 22,880.00	$14,229.60
Structure (50% of Total Cost)	186,719.50	115,120.00	71,599.50
	$223,829.10	$138,000.00	$85,829.10
IDAHO			
Roadway	$ 10,803.10		
Structure (50% of Total Cost)	186,719.50		
	$197,522.60		
Totals	$421,351.70		

ON DISTRICT
MONTANA
OREGON
IDAHO

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 25, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir

The P.S. and E. documents for Oregon Project S-301(1), Payette (Snake River) Bridge Section of the Payette Spur, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been secured and that the bridge plans have been approved by the War Department.

Stations on the estimate for the Idaho roadway approach section have been changed to 91+68.25 and 101+40.1 to agree with those shown on the plans. Please make these corrections on your copies of the estimate.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
MAR 30 1951
FOR FILING

S-301(1)

3/28

March 28, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Payette Bridge over Snake River
F. A. Project Oregon S-301(1)

We are in receipt of information from the American Bridge Company, who are to fabricate and erect the structural steel on this project, to the effect that, unless we are able to give them some sort of priority aid in obtaining the structural shapes and plates necessary to do the job, they will not be able to furnish the steel on the date originally scheduled and that there is a possibility that it cannot be furnished for a possible 15 months beyond the date originally scheduled.

We request that steps be taken to obtain the priority aid necessary to assure delivery of the critical materials involved to the fabricator and erector, so that he can complete his work within the originally scheduled dates. In line with your memorandum of February 28, 1951, the following information is offered in support of this request:

1. Project number - Oregon S-301(1)
   Project name - Payette (Snake River) Bridge Section
   Project location - On the Payette Spur to the Old Oregon Trail Highway (US30) in Malheur County, Oregon, and Payette County, Idaho.

2. Contractor - Lindstrom Brothers, Inc.
   Address - 7335 N. E. Broadway Street, Portland, Oregon.

3. Critical materials needed -

Items	A-7 Carbon Steel	A-242 Tri-Ten Steel
Heavy Shapes	163,150 lbs.	213,300 lbs.
Plates	53,300 lbs.	374,950 lbs.
Bars	58,800 lbs.	47,200 lbs.
CB Sections	800 lbs.	
Pipe	400 lbs.	
Lead	450 lbs.	
Weld	535 lbs.	
Miscellaneous	265 lbs.	
	277,700 lbs.	635,450 lbs.

4. Approximate dollar value by class -

Carbon Steel (A-7)	$ 48,000
TriTen Steel (A-242)	$127,000

5. Name and address of supplier -

Rolling Mills - United States Steel Company
Chicago, Illinois

Tennessee Coal, Iron and Railroad Company
Birmingham, Alabama

Fabricator - Virginia Bridge Company
Roanoke, Virginia, for Memphis, Tennessee plant.

6. Contractor's order number and date of order for material - Contract signed November 8, 1950.

7. Delivery date promised without assistance (at time order was placed) - October 1, 1951.

8. Reason supplier cannot furnish without assistance - Rolling mill allocations reduced, accordingly causing extended delivery promises up to fifteen months.

9. Periods in which delivery is desired on the job by quarters - Entire amount desired on job during third quarter, July 1951.

10. Effect that delay would have on the work - Scheduled completion for all work on the project will be advanced by an amount of time equal to the delay in delivery of the structural steel, or possibly for a longer period. The contractor is working on the project at the present time. His construction schedule is arranged so that the

piers and concrete approach spans will be completed on or about July 15, 1951, which was the originally estimated date on which the fabricated steel would arrive on the job. Any delay in delivery of the steel on the job beyond this date or the revised delivery date of October 1, 1951, will cause the contractor to suspend construction operations until such time as the steel does arrive. Suspension of construction operations over an extended period of time will result in considerable additional expense to the contractor, as it would require either tying up his equipment on the job or moving it off the job at the close of operations and back on when the work could start up again, in addition to other contingent expense in connection with the contractor's funds being tied up in an incompleted job, such as financing the cost of materials purchased for the work, the cost of watchmen to protect the completed work, etc.

Traffic surveys made at the bridge site are as follows:

1948 Average daily traffic	775 vehicles
1949 Average daily traffic	1,130 vehicles
1950 Average daily traffic	*1,515 vehicles

*Segregation as to type:

Oregon passenger cars	561
Other passenger cars	607
Light trucks	153
Heavy trucks	159
Semi trailers	27
Full trailers	6
Busses	2
Total	1,515

This traffic is, at the present time, served by the old bridge which was built in 19[illegible]. The structure has deteriorated to such an extent that, in order to keep it in service at all, it has been necessary to restrict the roadway width to one traffic lane (12') by placing barricades the full length of both sides of the structure and controlling the traffic to one way travel by the use of a control signal system, and limiting loads to eleven tons per vehicle. It is not physically nor economically possible to repair or rebuild the old structure to handle the traffic in any other way. These roadway and load-limit restrictions will be in effect until the new structure is completed. The load-limit restriction imposes an undue hardship on the movement of farm-to-market produce from the Oregon side of the river to Payette on the Idaho side, as Payette is the rail transportation point for the particular area served by the highway and bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG:gm
cc C. A. Gardner
G. S. Paxson

RECEIVED
MAR 19 1951
FOR FILING

438

March 16, 1951

Mr. Jno. R. McKinney, Commissioner
Department of Highways
P. O. Box 879
Boise, Idaho

Attention: Mr. Leo Vincent
Finance Officer

Dear Sir:

Reference is made to your letter of March 13 concerning progress payments on the Snake River Bridge at Payette, S-301(1).

We have made four progress payments to Lindstrom Bros., the contractors on this project. Copies of these estimates and billing to you for your share of the payments will be submitted in the near future. We will also send you copies of the Resident Engineer's Weekly Reports.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm

cc S. H. Probert
M. H. Hawke
G. S. Paxson

ASSIGNMENT

rch 15, 1951

No. 2560 wcw
By

escription: Leo Vincent's letter of March 13 (Finance Officer of Idaho Highway Department) referring to contract between State of Oregon and Idaho regarding Project S-301 (1), Payette Bridge

Acknowledged by _ _ _ _ _ Referred to _ _ _Paxson _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for _ _Williams'_ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

STATE OF IDAHO
LEN JORDAN, GOVERNOR

DISTRICT OFFICES
NO. 1 POCATELLO BOX 789
NO. 2 SHOSHONE BOX 338
NO. 3 BOISE BOX 879

DISTRICT OFFICES
NO. 4 LEWISTON BOX 636
NO. 5 COEUR D'ALENE BOX 152
NO. 6 IDAHO FALLS BOX 427
JAMES REID
CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS
JNO. R. MCKINNEY, COMMISSIONER
P. O. BOX 879
BOISE

March 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

[illegible] TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Baldock:

In reference to the contract between the State of Oregon and the State of Idaho regarding Secondary Project No. S-301 (1), Payette Bridge.

We will require for our files three copies of contractors progress estimate of work done, order for additional or extra work, etc., and a signed certified invoice and two copies should be included with each progress billing against the State of Idaho to speed up our processing of these claims.

We are enclosing copies of Engineers Weekly Construction Report pertaining to the Weiser Bridge for your information and would greatly appreciate copies of any similar report you may require to complete our project progress files.

Very truly yours,

DEPARTMENT OF HIGHWAYS
JNO R. McKINNEY, COMMISSIONER

ROUTED
W. C. WILLIAMS

By Leo Vincent
Finance Officer

LV
HK:mdb
Encls.

RECEIVED
MAR 16 1951
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1951
OREGON
STATE HIGHWAY COMMISSION

STATE OF IDAHO
C. A. ROBINS, GOVERNOR

DISTRICT OFFICES
NO. 1 POCATELLO BOX 789
NO. 2 SHOSHONE BOX 338
NO. 3 BOISE BOX 879

DISTRICT OFFICES
NO. 4 LEWISTON BOX 638
NO. 5 COEUR D'ALENE BOX 152

DEPARTMENT OF PUBLIC WORKS
JNO. R. McKINNEY COMMISSIONER

BUREAU OF HIGHWAYS
JAMES REID, DIRECTOR
P. O. BOX 879
BOISE

Mr R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr Baldock:

In reference to the Contract between the State of Oregon & the State of Idaho regarding Secondary Project No. [illegible] Payette Bridge.

We will require for our files three copies of Contractors progress Estimates of work done, Order for Additional or extra work etc. and a signed certified invoice & 2 copies should be included with each progress billing against the State of Idaho to speed up our processing of these claims.

We are enclosing copies of Engineers Weekly Construction Report pertaining to the Weiser Bridge for your information and would greatly appreciate copies of any similar reports you may have to complete our project progress files.

Vincent

RECEIVED
JAN 1 6 1951
FOR FILING

S301(1)

January 9, 1951

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Snake River Bridge at Payette
F.A.P. No. S-301(1)

This is in answer to your letter of January 2. Copies of the plans and proposal for this project were forwarded to the State of Idaho on November 16, 1950. We are mailing to you under separate cover two sets of reduced plans and two copies of the bidding proposal.

Very truly yours,

N. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG/ds

cc G. S. Paxson

ASSIGNMENT

[illegible] January 5, 1951

No. 2404 wmw
By

Description: T. M. Davis' letter of January 2 encl. memorandum dated Dec. 26 concerning Idaho-Oregon Projects S-300 (1) and S-301 (1), Interstate brs. at Weiser & Payette

Acknowledged by _ _ _ _ _ Referred to _ _ Paxson ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xx [illegible], such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 1.10.51 Report received _ _ _ _ _ _ _ _
me

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
[redacted]

P. O. BOX 3900
PORTLAND 8, OREGON

January 2,1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information we are sending one copy each of District Engineer Huggins' December 19, 1950 memorandum to the Division Engineer and the Division Office reply, dated December 26, 1950, concerning Idaho-Oregon Projects S-300(1) and S-301(1), Interstate Bridges at Weiser and Payette.

It is our understanding that you sent one copy each of plans and proposal for the Payette bridge directly to the State of Idaho. Please advise if this was not done.

In submitting the Agreement estimate it will be necessary that we have two additional copies.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
[illegible] C. WILLIAMS

Encls.

RECEIVED
JAN 5 - 1951
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

[illegible], District Engineer Portland, Oregon
December 26, 1950

[illegible] Lynch, Division Engineer

Idaho-Oregon S-300(1) and S-301(1), Interstate Bridges
at Weiser and Payette.

Reference is made to your memorandum of December 19.

Two extra copies of papers are needed in order that the file of each State and each of our District offices may be complete, though if early P.S.& E. papers have been exchanged directly by the States, an additional copy through the Bureau to show our approval does not seem absolutely necessary if bulky and inconvenient to furnish.

Apparently you did not receive a copy of the plans and proposal assembly for S-301(1). We will ask Mr. Davis to secure them for you and a copy for the State of Idaho unless the State of Oregon informs him they have already been forwarded. We have not yet received copies of the contract or the agreement estimate.

One agreement for the entire project will be drawn to be signed by both States.

Each State should submit separate vouchers with notation of what portion of the costs it is responsible for and base its claim for reimbursement accordingly. The States should keep each other informed so this may be done. The District Engineers should send each other an extra copy of inspection reports, etc., either through us or directly with a notation on our copy.

Regarding the division of costs, if the States desire to change the terms of their agreement so that each assumes all the cost of the approach roadway on its own side and half the cost of the bridge, we can draw the agreement accordingly. You are right in not recommending an agreement estimate until this question is clarified.

Copy

Boise, Idaho
Dec. 19, 1950

Mr. W. H. Lynch, Division Engineer

L. M. Huggins, District Engineer

Idaho-Oregon Projects S 300(1) and S 301(1),
Interstate Bridges at Weiser and Payette

Yesterday we forwarded to you 2 copies of the contract covering the construction of the Weiser Bridge over the Snake River, Idaho-Oregon Project S 300(1). These were forwarded in the usual manner without providing copies for the Oregon District Office or Western Headquarters. In this connection we are somewhat in doubt as to the number of copies of project documents that should be forwarded. We have handled 2 or 3 interstate projects of this nature before where both Public Roads District Offices were apparently supplied with copies of all project documents; for instance, the Lewiston-Clarkston Bridge was constructed under the supervision of the Washington Highway Department but we have copies of the complete approved plans, the contract, detailed estimate, project agreement, etc. We have not received any of these documents for Idaho-Oregon Project S 301(1) which is being handled by the Oregon Highway Department, and we have been in doubt as to the number of copies of various papers which should be submitted by Idaho for Idaho-Oregon Project S 300(1).

The detailed estimate for Project S 300(1) has been submitted by the State on a slightly different basis for distribution of cost, and because of that has been held in this office awaiting information from the State regarding acceptability to the Oregon Highway Department. The agreement between the two departments calls for equal sharing of the cost of the bridge and approaches. The detailed estimate as submitted provides for a division in cost of the bridge only, with the States standing separately the cost of the respective approaches. We assume that the estimate should be for the entire project and that one project agreement will be drawn up signed by both the Oregon and Idaho Highway Departments and that copies of the agreement will be furnished both Public Roads District Offices. This seems to be in line with early Public Roads instructions for interstate bridges and in line with procedure followed on the Ontario, Newport and Lewiston-Clarkston bridges. However, your advice regarding these features is desired before informing the State of acceptable procedure.

CRS:N
cc-State

RECEIVED
FOR FILING

Cross Referenced To:
Permits
Cont. Telephone

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 2, 1951

The Mountain States Telephone
and Telegraph Company
Boise, Idaho

Attention: Mr. M. B. Trainor
Plant Superintendent

Gentlemen:

Reference is made to your letter of December 27, concerning permit for attachment of a telephone cable to the Snake River Bridge at Payette. I am sending you herewith a set of the plans for this structure. The structure is maintained and operated by the State of Idaho under an agreement between the States of Oregon and Idaho, and any permit for cable attachment should come from the State of Idaho. I would suggest that you contact Mr. James Reid, Chief Engineer, concerning the matter.

Any revision of your pole lines or position of your wire on the State highway right of way on the Oregon end of the bridge, but off the bridge, should be the subject of a permit from the Oregon Highway Department, and it is suggested that you submit to us a sketch showing the position of the lines approaching the bridge on the Oregon side.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc James Reid
W. W. Stiffler
R. B. Sipprell

COPY

THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY

Telephone 2500

Idaho Plant Superintendent
M. B. Trainor

BOISE, IDAHO
December 27, 1950

State of Oregon,
State Highway Department,
Salem, Oregon.

Attention: Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

It will be appreciated if a set of plans for Project S-301(1) covering the Payette-Oregon Slope bridge construction could be furnished us at your earliest convenience.

An aerial cable crosses on the present bridge and a copy of the bridge drawings is required in order to prepare plans and to order materials for constructing a cable over the new bridge structure.

The contractors involved have advised us that the overhead aerial cable plant obstructs bridge approach construction on both sides of Snake River.

Arrangements will be made to relocate the blocking plant on a temporary basis.

In reviewing the contractor's copy of the bridge plans, it has been noted that a number of openings have been provided for use of utilities in the bridge structure.

From a preliminary survey, it appears that the two 4" ports on the up-stream or southeast side of the bridge should be assigned if available, for use of communication facilities.

It is assumed that either you or the resident engineer will advise us in regard to this proposed reservation.

Yours truly,

M. B. Trainor /s/

Idaho Plant Superintendent

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21 1950
FOR FILING

2-3 c1(1)

3438

December 19, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3429, covering Weed and Muscott Bridges on the Little Nestucca Highway in Tillamook County, awarded November 9, 1950.

Contract No. 3438, for structure, grading and paving on the Payette (Snake River) Section on the Old Oregon Trail in Malheur County, awarded November 15, 1950.

We are also sending fully executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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[illegible] 15 1950
FOR FILING

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[illegible] 8

File

STATE OF IDAHO
C. A. ROBINS, GOVERNOR

DEPARTMENT OF HIGHWAYS
JNO. R. McKINNEY, COMMISSIONER
P. O. BOX 879
BOISE

DISTRICT OFFICES
NO. 1 POCATELLO
BOX 789
NO. 2 SHOSHONE
BOX 338
NO. 3 BOISE
BOX 879

DISTRICT OFFICES
NO. 4 LEWISTON
BOX 638
NO. 5 COEUR D'ALENE
BOX 152
JAMES REID
CHIEF ENGINEER

13 December 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Project No. S-301(1), Payette Bridge

Dear Mr. Baldock:

Reference is made to your 11 December letter concerning preparation of project agreement estimate for above project.

In preparation of the estimate, please request 62.59% of Idaho's share of the cost from Postwar Secondary Federal Funds, with reference to source of Idaho's matching funds as follows:

> "Local funds for this project are provided as follows: $______________, Title 40, Idaho Code; Sections 40-405 and 40-2210 Idaho Code; and all acts amendatory thereof."

We would appreciate receiving ten extra copies of the estimate for distribution in our offices.

Yours very truly,

DEPARTMENT OF HIGHWAYS

James Reid
By: JAMES REID
Chief Engineer

Copy to project.

JR/TAD/et

RECEIVED
DEC 1 8 1950
FOR FILING

[illegible]

December 11, 1950

Mr. D. M. Faires
Office Engineer
Department of Highways
Boise, Idaho

Dear Sir:

Reference is made to the inquiry contained in your letter of December 4th with regard to the Payette Bridge Section, Oregon-Idaho Project No. S-301 (1).

Your suggestion that the cost of the project be divided on a 50-50 basis appears a satisfactory arrangement as it conforms with the agreement between the states concerning the cost to be borne by each. Accordingly the project agreement estimate will be prepared on this basis.

Our reason for preparing the P.S. & E. estimate to show the road approach cost in each state separately was occasioned by the Bureau of Public Roads requiring that proceedure on a similar project constructed some time ago. At that time they stated that Federal funds for one state could not be used on work performed in the adjacent state and accordinly required the cost of work in each state be shown separately to determine each states Federal funds.

We have recently been advised, however, by the Oregon District Office of the B.P.R. that the 50-50 method is satisfactory to them and which of course nullifies their previous requirments.

Will you please advise the legal reference which should be made to your source of matching and maintenance funds. Also, the amount of Federal funds which you wish set-up for your portion of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

JNH:cw

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

AGENDA
DEC 19 1950

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 15, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR PAYETTE BRIDGE ON OLD OREGON TRAIL IN MALHEUR COUNTY BASED ON YOUR LOW BID SUBMITTED NOVEMBER 9, 1950. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

ged confirmed

November 15, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3138 for construction of a 689' reinforced concrete and steel bridge and 0.663 mile highway roadbed on the Payette Spur of the Old Oregon Trail Highway in Malheur County, Oregon and Payette County, Idaho. This award was based on your low bid of $444,705.00 submitted on November 9, 1950.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MHQ/fm

cc - H. G. Smith
Goldie Lewis
S. H. Probert
G. S. Paxson
L. R. White

S+C

RECEIVED
[illegible] 1950
FOR FILING
MONTANA
OREGON
IDAHO

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 15, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 13th 1950, requesting our concurrence in award of contract for Oregon Project S-301(1), Snake River Bridge near Payette, and advising all rights of way are acquired.

In view of the approval by the U.S. Engineers and of concurrence in the award by the Idaho Department of Highways and by District Engineer Huggins of the Idaho District, Bureau of Public Roads, we hereby concur as of today in the award of contract to Lindstrom Bros., Inc. of Portland, who submitted the low bid on November 9th.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
NOV 15 1950
FOR FILING

[illegible]

November 14, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Your concurrence is requested in the award of contract today for the construction of the bridge over Snake River at Payette, Idaho, Federal-aid Project S-301 (1), to Lindstrom Bros., Incorporated, of Portland, Oregon.

All required rights of way, in both Oregon and Idaho, are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
NOV 1[illegible] 1950
FOR FILING

November 13, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Snake River Bridge near Payette
F. A. P. No. S-301 (1)

Attached hereto are seven copies of the tabulation of bids received on the Snake River Bridge near Payette, Idaho. Also attached are copies of a telegram received from the District Engineer of the Walla Walla District, U. S. Engineers, advising their approval of the permit for the construction of the bridge, and copies of a telegram from James Reid, Chief Engineer of the Idaho Department of Highways, concurring in the award of the contract for the Payette Bridge on the basis of the low bid received November 9. In this wire Mr. Reid also advised that the right of way for the project in Idaho had been acquired. The right of way for the project in Oregon has been acquired by this department.

This should clear all matters pertaining to the award of contract, and we ask your concurrence in making the award to Lindstrom Bros. of Portland at their low bid of $444,705.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

RECEIVED
NOV 14 1950
FOR FILING

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

NOTED
State Highway Engineer

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

STRAIGHT WIRE

7070

CONFIRMING

BOISE, IDAHO
10 NOVEMBER 1950

R. H. BALDOCK
STATE HIGHWAY ENGINEER
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

IDAHO DEPARTMENT OF HIGHWAYS CONCURS IN AWARD OF CONTRACT FOR PAYETTE BRIDGE ON BASIS OF LOW BID RECEIVED NOVEMBER NINTH. RIGHT OF WAY ACQUIRED. CERTIFICATE BEING MAILED YOU TODAY.

JAMES REID
CHIEF ENGINEER

RECEIVED
NOV 13 1950
OREGON
STATE HIGHWAY COMMISSION

CHARGE: DEPARTMENT OF HIGHWAYS

RECEIVED
NOV 13 1950
FOR FILING

S-301(1)

November 10, 1950

S-301(1)
Payette Bridge Approach
Payette County

RIGHT OF WAY CERTIFICATE

Mr. L. H. Huggins
District Engineer
Bureau of Public Roads
Boise, Idaho

Dear Sir:

This is to certify that all right of way required on the construction of the Idaho Approach Road to the Bridge over the Snake River at Payette has been acquired.

E. H. BRUNNER
Right of Way Engineer

cc: James Reid
R. H. Baldock ✓
C. L. Varian /

EHB:dh

RECEIVED
13
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
NOV 14 1950
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

=OB240 SSK792

1950 NOV 9 PM 8 13

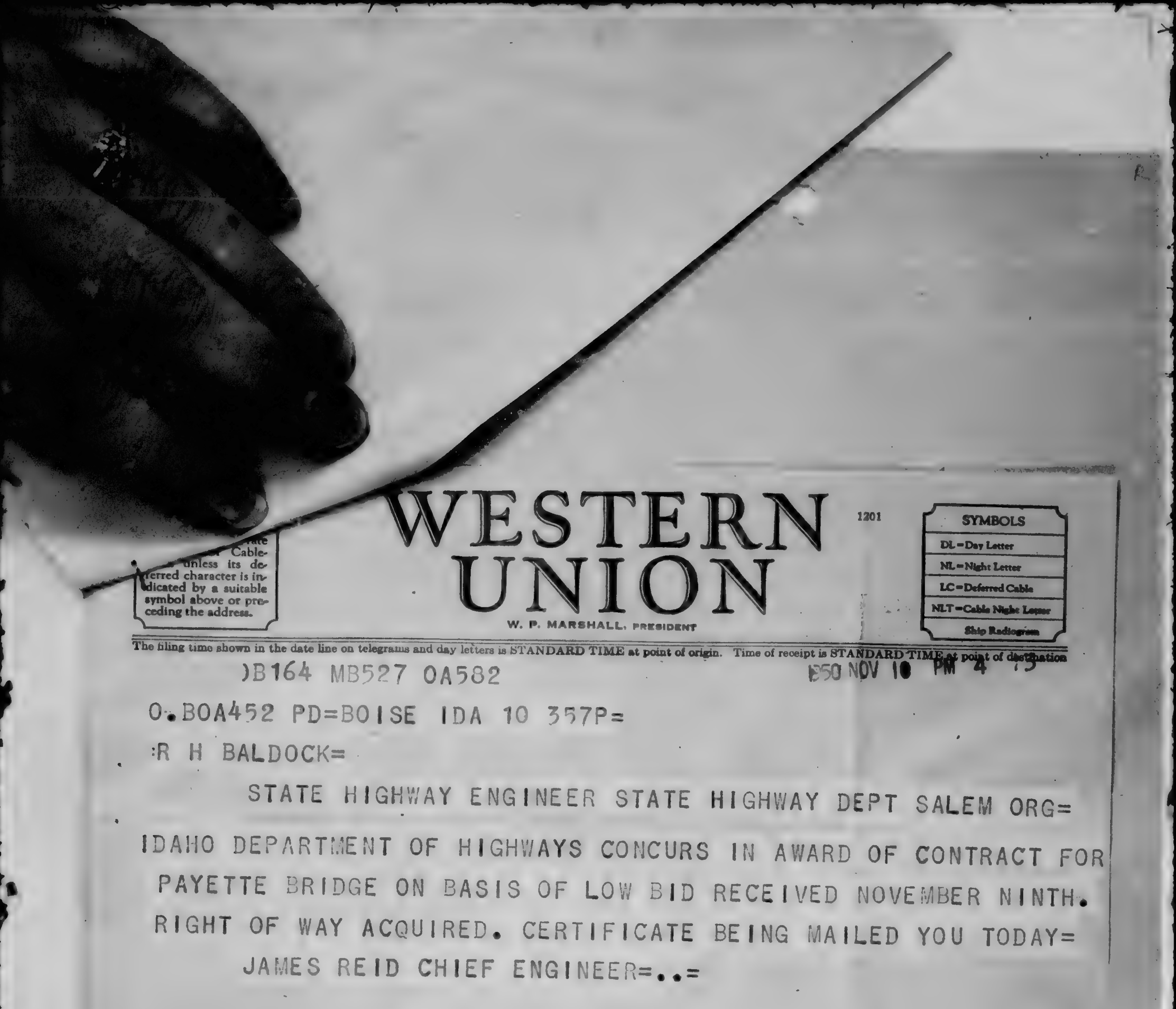
O.WWA130 NL PD=WALLA WALLA WASH 9=

R H BALDOCK=
STATE HIGHWAY ENGR=ORE STATE HIGHWAY COMMISSION
SALEM ORG=

APPLICATION FOR APPROVAL OF PLANS OF BRIDGE ACROSS SNAKE RIVER AT PAYETTE IDAHO APPROVED BY SECY OF THE ARMY NOV 3. 1950. INSTRUMENT OF APPROVAL WILL FOLLOW=

MILLS DISTRICT ENGINEER=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE



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unless its de-
ferred character is in-
dicated by a suitable
symbol above or pre-
ceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

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)B164 MB527 OA582

1950 NOV 10 PM 4 13

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R H BALDOCK=

STATE HIGHWAY ENGINEER STATE HIGHWAY DEPT SALEM ORG=

IDAHO DEPARTMENT OF HIGHWAYS CONCURS IN AWARD OF CONTRACT FOR PAYETTE BRIDGE ON BASIS OF LOW BID RECEIVED NOVEMBER NINTH. RIGHT OF WAY ACQUIRED. CERTIFICATE BEING MAILED YOU TODAY=

JAMES REID CHIEF ENGINEER=..=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

November 2, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon-Idaho S-301(1), Interstate Bridge over the Snake River at Payette, Idaho.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
[illegible] 1 - 1950
FOR FILING

WESTERN UNION

(35)

W. P. MARSHALL, PRESIDENT

1201

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

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O.BOBO13 DL PD=WUX BOISE IDA 1 1034A=

1950 NOV 1 AM 9 51

=OREGON STATE HIGHWAY COMMISSION=
319 STATE OFFICE BLDG SALEM ORG=

=REFER OUR LETTER OCTOBER 27 REQUESTING PLANS PAYETTE BRIDGE STOP THESE PLANS NOT RECEIVED PLEASE AIR MAIL RUSH=

=MORRISON KNUDSEN CO INC C DONALD SMITH=

Plans not ready
until 10-31, sent set
that date 1st class mail
another set air mailed 11-1

Rec. 10:20 AM.
11-1-50

74.

PUT IT HERE
WESTERN UNION
● FOR ACTION
● FOR SAVINGS
● FOR PERMANENT RECORD

TIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
[illegible] 1950
FOR FILING

files

PAUL JARVIS, Inc.

GENERAL CONTRACTORS

1070 WEST EWING STREET
P. O. BOX 4001, INTERBAY STATION
SEATTLE 99, WASHINGTON

GARFIELD 4373

October 30, 1950

State of Orego
State Highway Commission
Salem, Oregon

NOTED
F. QUERY

Attention: Mr. Quary

Gentlemen:

On October 25, 1950 we telephoned your office requesting the plans for the Snake River Bridge at Fayette for which you are receiving bids on November 9, 1950.

We find that we are unable to submit a competitive bid in that area, so kindly disregard our telephone request.

Very truly yours,

PAUL JARVIS, INC.

By
Secretary-Treasurer

PJJr:jd

RECEIVED
OCT 31 1950
FOR FILING

October 26, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith six copies of the title sheet for Project No. S-301 (1), Snake River Bridge at Payette, Idaho, all of which bear the approval of L. H. Huggins, District Engineer for the Bureau of Public Roads, and James Reid, Chief Engineer for the Idaho Department of Highways.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

STATE OF IDAHO
C. A. ROBINS, GOVERNOR

DISTRICT OFFICES
NO. 1 POCATELLO
BOX 789
NO. 2 SHOSHONE
BOX 336
NO. 3 BOISE
BOX 879

DISTRICT OFFICES
NO. 4 LEWISTON
BOX 838
NO. 5 COEUR D'ALENE
BOX 152
JAMES REID
CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS
JNO. R. McKINNEY, COMMISSIONER
P. O. BOX 879
BOISE

25 October 1950

AIR MAIL

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

As requested in your letter of October 24, we are returning herewith seven copies of the title sheet for Project No. S-301(1), Snake River Bridge at Payette, Idaho; all of which bear the approval of L. M. Huggins, District Engineer for the Bureau of Public Roads and James Reid, Chief Engineer for the Idaho Department of Highways.

Yours very truly,

DEPARTMENT OF HIGHWAYS

By: D. M. FAIRES
Office Engineer

DMF/et

Incls.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3-4	Plan & Profile

Dwg No's.

9591 to 9597 incl. } Snake River Bridge Str. Plans (Payette)
8956

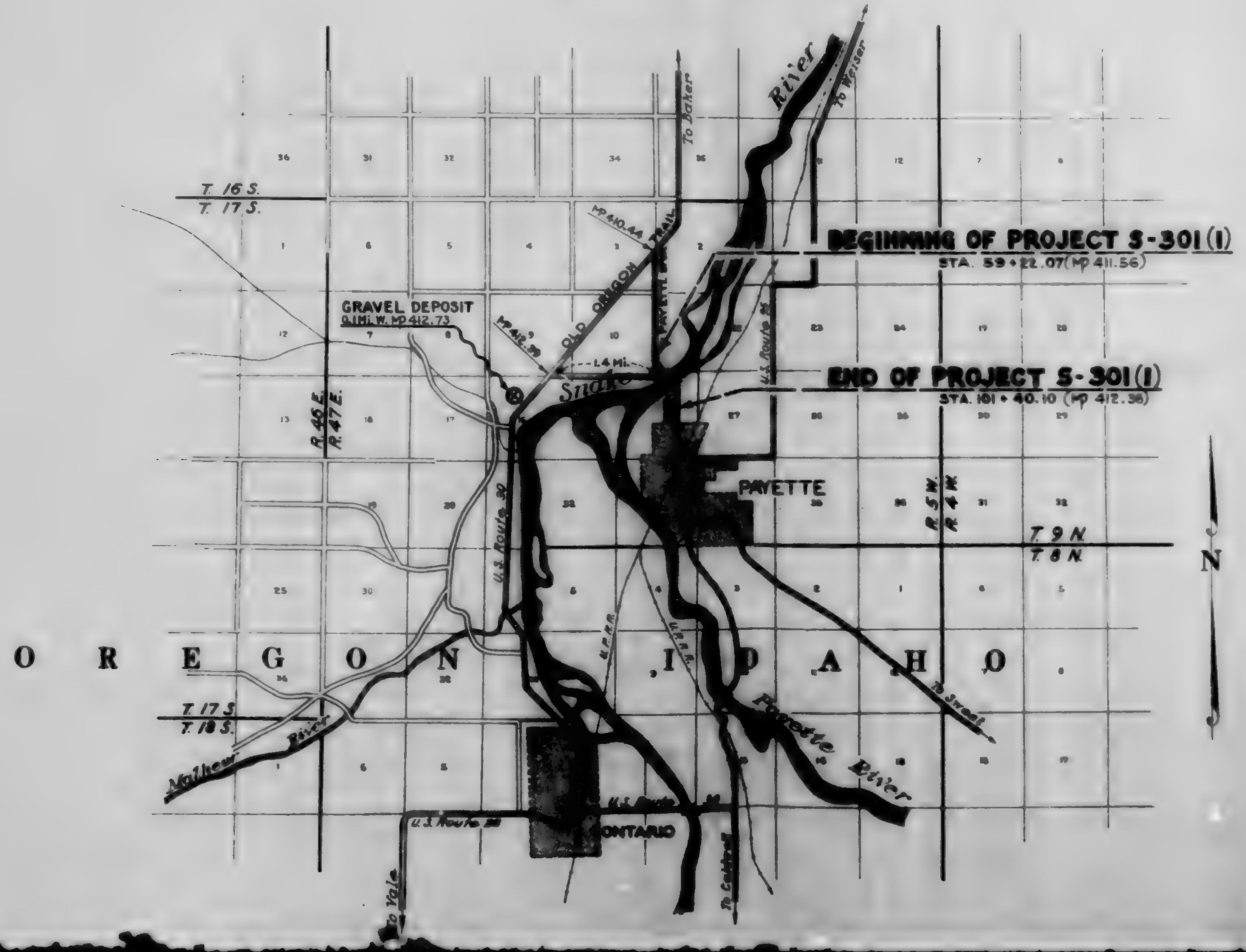
2051 Standard Roadway Structures

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◆

PAYETTE (SNAKE RIVER) BRIDGE SECTION
PAYETTE SPUR
MALHEUR COUNTY

OCTOBER 1950


T. 16 S.
T. 17 S.
R. 46 E.
R. 47 E.
GRAVEL DEPOSIT
0.1 Mi. W. MP 412.73
MP 412.39
MP 410.44
OLD OREGON TRAIL
1.4 Mi.
Snake
To Baker
River
To Weiser
U.S. Route 95
U.S. Route 30
BEGINNING OF PROJECT S-301(1)
STA. 59+22.07 (MP 411.56)
END OF PROJECT S-301(1)
STA. 101+40.10 (MP 412.36)
PAYETTE
R. 5 W.
R. 4 W.
T. 9 N.
T. 8 N.
N
O R E G O N
I D A H O
U.P.R.R.
T. 17 S.
T. 18 S.
Malheur River
Payette River
To Emmett
ONTARIO
To Vale
To Caldwell
36
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17

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- (Unfenced Property or

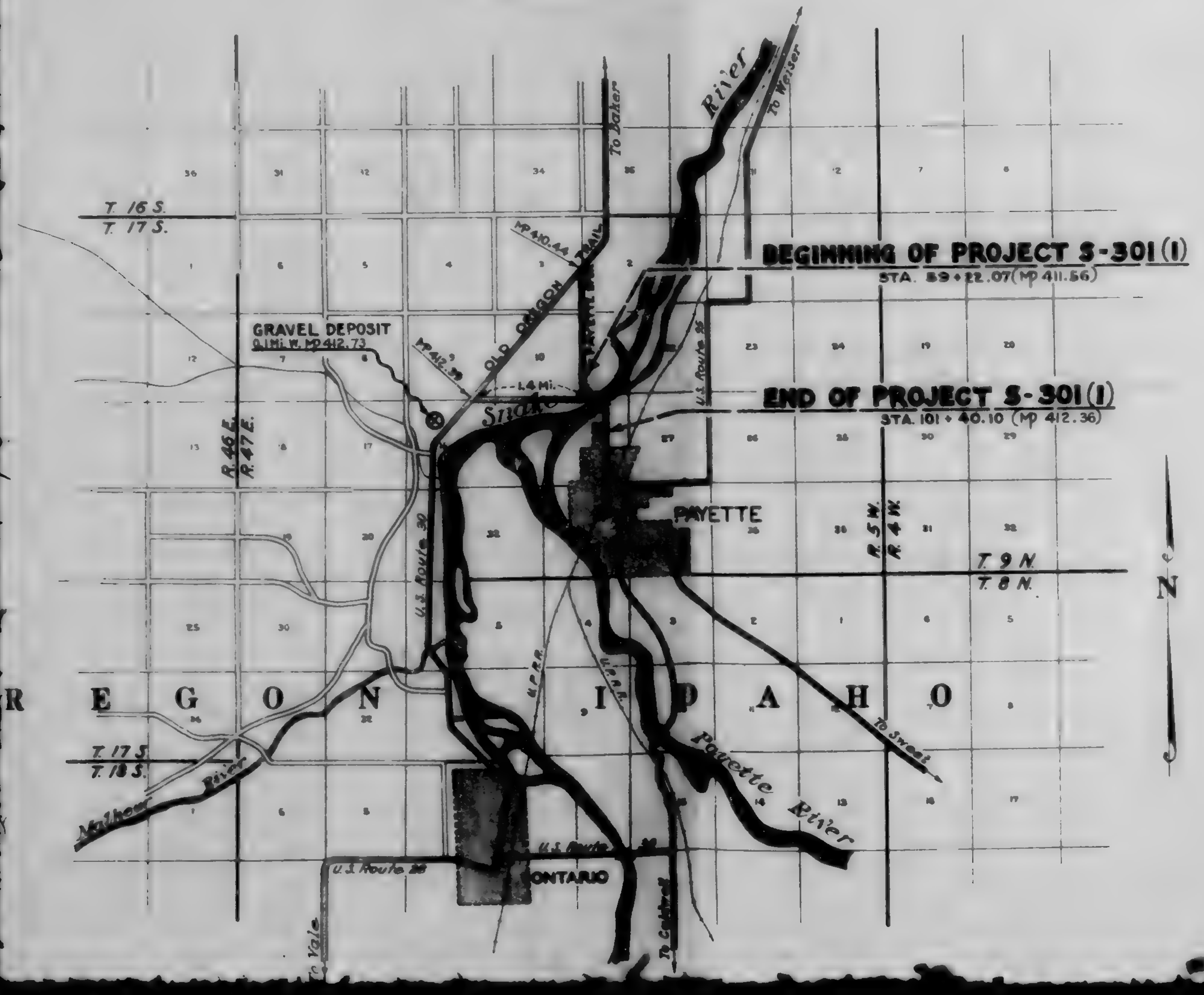
PAYETTE (SNAKE RIVER) BRIDGE SECTION PAYETTE SPUR MALHEUR COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-301 (1)		See Index

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◆

PAYETTE (SNAKE RIVER) BRIDGE SECTION
PAYETTE SPUR
MALHEUR COUNTY

OCTOBER 1950


To Baker
River
To Weiser
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T. 17 S.
MP 410.44
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MP 412.59
1.4 Mi.
Snake
U.S. Route 95
END OF PROJECT S-301 (1)
STA. 101+40.10 (MP 412.36)
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R. 47 E.
PAYETTE
R. 5 W.
R. 4 W.
T. 9 N.
T. 8 N.
U.S. Route 30
N
U.P.R.R.
O R E G O N
I D A H O
To Sweet
T. 17 S.
T. 18 S.
Malheur River
Payette River
U.S. Route 30
U.S. Route 28
ONTARIO
To Vale
To Caldwell

APPROVED:

James Reid

James Reid, Chief Engineer

10-25-50

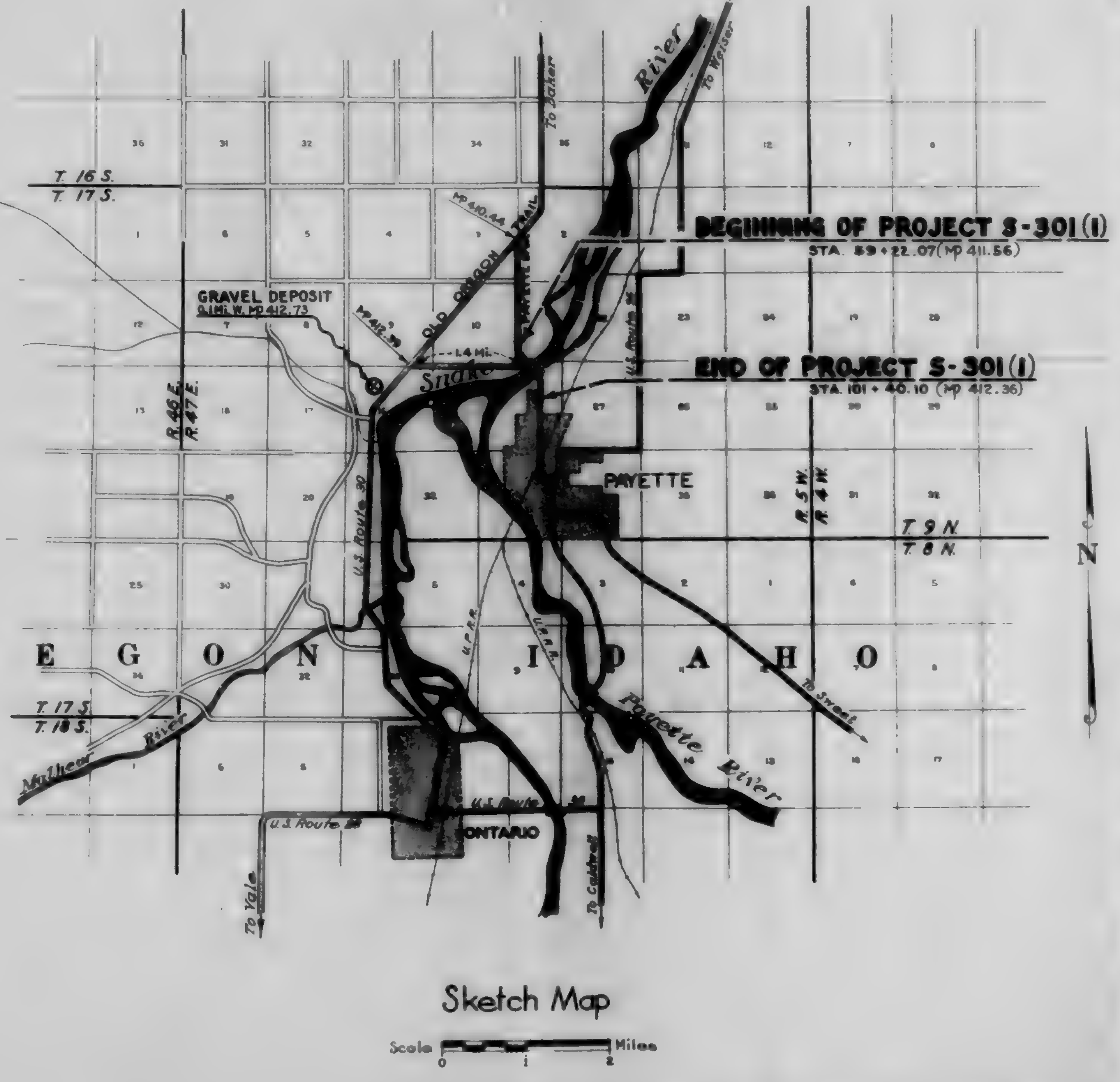
Date

PAYETTE (SNAKE RIVER) BRIDGE SECTION

PAYETTE SPUR

MALHEUR COUNTY

OCTOBER 1950



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U.P.R.R.
To Sweet
Payette River
T. 17 S.
T. 18 S.
Malheur River
U.S. Route 30
ONTARIO
To Vale
To Caldwell
Scale
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2
Miles

Sketch Map

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

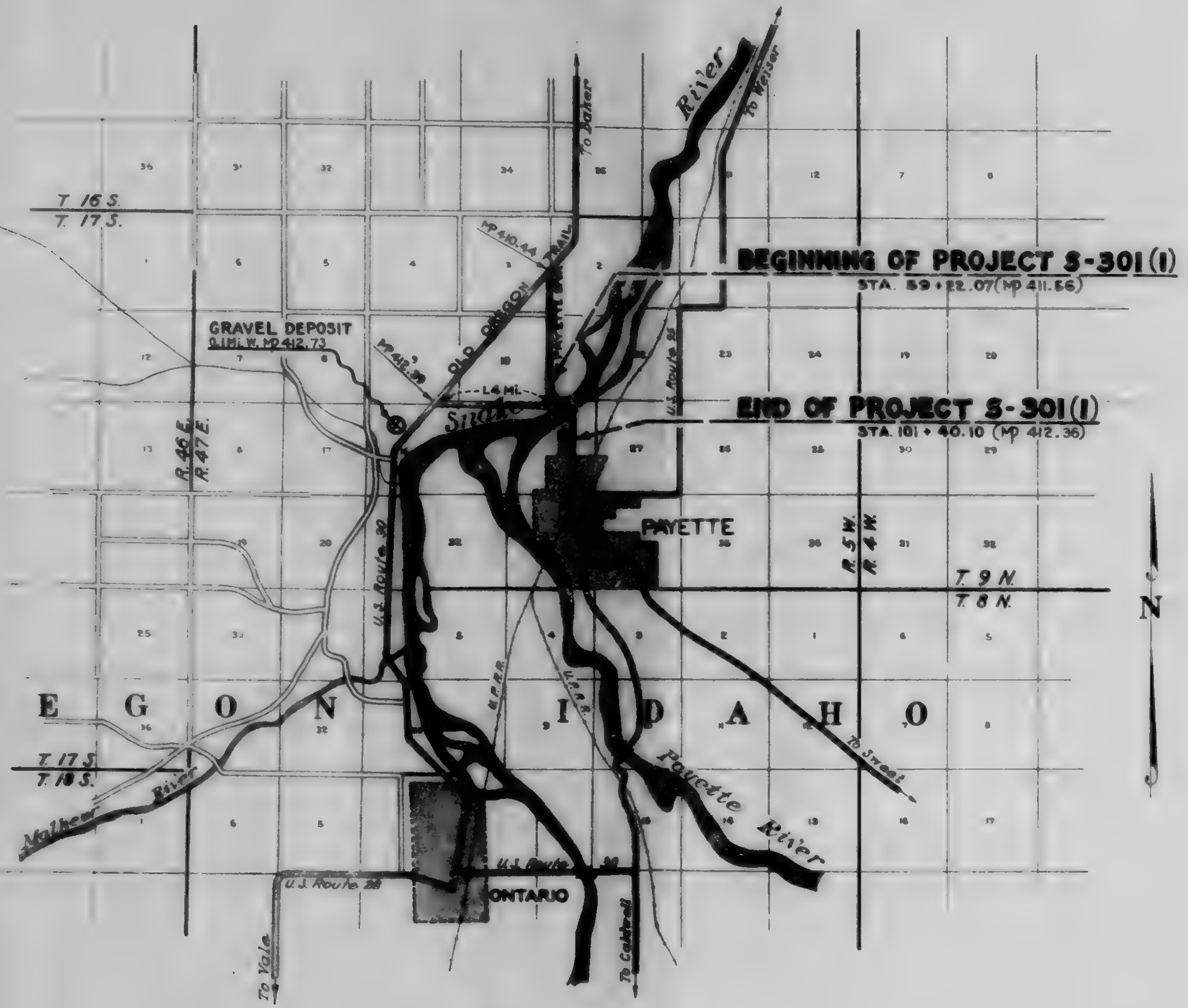
RECOMMENDED FOR APPROVAL
L. M. Huggins, District Engineer
By L. M. Huggins Date..........

PAYETTE (SNAKE RIVER) BRIDGE SECTION

PAYETTE SPUR

MALHEUR COUNTY

OCTOBER 1950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U.P.R.R.
E G O N
I D A H O
To Sweet
T. 17 S.
T. 18 S.
Malheur River
Payette River
U.S. Route 28
U.S. Route 30
ONTARIO
To Vale
To Caldwell

Sketch Map

Scale 0 1 2 Miles

[illegible] FOR APPROVAL

L. M. Huggins, District Engineer

By L. M. Huggins Date

APPROVED:

James Reid 10-25-50

James Reid, Chief Engineer Date

R. H. Baldock

STATE HIGHWAY ENGINEER

157

R. H. BALDOCK

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. MC IVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER DATE

APPROVED:

DIVISION ENGINEER DATE

RECEIVED
OCT 25 1950
FOR FILING

October 24, 1950

AIR MAIL

Mr. James I. Reid, Director
Department of Highways
Boise, Idaho

Dear Sir:

Herewith I hand you eight copies of title sheet for the Payette (Snake River) Bridge Project. I will appreciate your approving these plans as Director of Highways for Idaho and having them further approved by Lee Huggins, District Engineer of Idaho for the Bureau of Public Roads.

It will be appreciated if you will return these title sheets promptly by air mail, as we are advertising this project for bids and it is necessary that we have approved copies in the hands of the Bureau of Public Roads at Portland not later than Thursday, October 26.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

S-241(4) Drake Cr.-Adel Sec., Warner 1951
Secon. Hwy.
#3439 Folder # 2

RECEIVED
FEB 24 1956
FOR FILING

[illegible]
6459

February 21, 1956

6354

Inter-City Sand & Gravel Co., Inc.
[illegible] Franklin Blvd.
Eugene, Oregon

Gentlemen:

We are enclosing herewith, our voucher in the amount of $1,461.51, representing payment for 699 cubic yards of 1/4" and smaller materials located in our stock pile site on the Warner Valley Secondary Highway.

As stated in Mr. Baldock's letter of September 20, 1955, we have no use for the 2,213 cubic yards of 3½"-1¼" materials, and you are hereby authorized to sell this material to some other buyer. However, as this material was removed from a state owned quarry, we have deducted the usual royalty at the rate of 3¢ per cubic yard, from the cost of the materials we are purchasing.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:CHM

Enclosure

cc: Forrest Cooper
C. Carr
Mason
[illegible]

FORM 230—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15th, 1956

SUBJECT: Drake Creek-Adel
Surplus Rock

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

In reply to your Assignment #6354 attached to a letter from the Inter-City Sand & Gravel Co., I would recommend that we acquire the 699 cu. yd. of ¼-inch and smaller materials at a price of $2.10 per cu. yd. as shown on the billing attached to Moe's letter. I have checked with the field and find that this rock is still in place.

This recommended settlement is predicated upon this being a final settlement of all matters pertaining to Contract #3439.

Forrest Cooper
Construction Engineer

FC:AR

RECEIVED
FEB 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: January 31, 1956 No. 6354 By wcw

Description: Letter of January 25 by Sig Moe, President of the Inter-City Sand & Gravel Co., Inc., 5 copies of statement attached, re excess rock in stock pile left upon xx completion of Drake Creek-Adel Section of Warner Valley Secondary Highway.

Acknowledged by____ Referred to Cooper ✓

__ Investigate and report with recommendation
XX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Process bill for payment. Prepare letter advising contractor ok to sell 3½ - 1¼ rock but must pay 5 cents royalty if we own the quarry. 5

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Cont # 2439

Executed__________ Report Received 2-15-56
me

INTER-CITY SAND & GRAVEL CO.
INCORPORATED
EUGENE AND SPRINGFIELD · OREGON

3698 FRANKLIN BLVD. — EUGENE, OREGON
PHONE 4-5259

Jan. 25, 1956

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attn: R.H. Baldock, State Highway Engr.

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Referring to your letter of September 20, 1955, in answer to ours of August 31st with reference to excess rock remaining in stock pile upon completion of the Drake Creek-Adel Section of the Warner Valley Secondary Highway, we wish to advise that we are agreeable to selling to the State Highway Dept. of Oregon the 699 cubic yards of 1/4" and smaller materials at $2.10 per cubic yard and are submitting our billing herewith.

Are we correct in assuming, from the second paragraph of your letter of September 20th that the 2213 cubic yards of the larger 3½-1¼" materials are also still intact in stock pile and, if so, do we have the privilege of selling same to the Warner Valley Stock Co. or other buyer.

Yours very truly,

INTER-CITY SAND & GRAVEL CO., INC.

By ____________________
President

Encl: Stmt.

RECEIVED
JAN 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1956
FOR FILING

[illegible]
3439

Salem, Oregon
February 17, 1956

Drake Creek-Adel Section
Warner Secondary Highway.
Surplus rock.

Mr. C. H. Maison
Auditor
Building

I hand you herewith a file having reference to purchase of certain stock-pile materials from the Inter-City Sand and Gravel Company, Inc. of Eugene which I believe you will find self-explanatory. In the file please refer to Mr. Baldock's letter of September 20, 1955 to the Inter-City Sand and Gravel Company and to the Inter-City Sand and Gravel Company's letter of January 25, 1956 submitting billing in the amount of $1,467.90.

Please process this matter for payment, but deduct $66.39 due the Inter-City Sand and Gravel Company, which is for royalty at the rate of three cents per cubic yard for the 2,213 cubic yards of large-size rock which we do not wish to purchase but which we are authorizing the Company to sell to other parties.

If you need more information to handle this matter, please contact Forrest Cooper.

W. C. Williams

WCW:me
Encl.
cc Mr. Forrest Cooper

Cont.
#3439

RECEIVED
SEP 21 1955
FOR FILING

5-311(1)

3411

September 20, 1955

Mr. S. M. Seven, Bookkeeper
Inter-City Sand & Gravel Co., Inc.
3698 Highway 99 South
Eugene, Oregon

Dear Sir:

In reply to your letter of August 31, having reference to excess rock remaining in stock pile upon completion of the Drake Creek-Adel Section of the Warner Valley Secondary Highway, advise that there is no change in our thinking in this matter as set forth in my letter addressed to you under date of January 9, 1953, which stated that we had no objections to your selling 2,213 cubic yards of 3½" - 1¼" rock to the Warner Valley Stock Company, but that we wished to retain the smaller sizes, of which there were 699 cubic yards, and would pay you your contract price of $2.10 per cubic yard for the same.

All of the materials are still in stock pile, none having been used, and we are still agreeable to paying you $2.10 per yard for the 699 cubic yards of ¼" and smaller materials. We have no use for the 2,213 cubic yards of 3½" - 1¼" materials.

In order that this matter may be settled and our books closed on the same, please advise your intentions in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

WCW:me lg

FORM E30—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

In reply to Assignment #6060 attached to a letter from the Inter-City Sand & Gravel Co. which refers to rock left on the Drake Cr.-Adel Section, 1952-1953, I give you the following sequence of events:

At the time the job was finished there was left on hand 2,213 cu. yds. of 3½"-1¼" material and 699 cu. yds. (varying amounts) 1½"-0", 1¼"-3/4" and ¼"-#10. At that time the Inter-City Sand & Gravel Co. asked $1.50 per cu. yd. for all of the material on hand. As part of it was quite coarse and there being no immediate need for it, the field engineer attempted to work out a settlement on the basis of $1.00 per cu. yd. This was not acceptable to the contractor who was then told that the State did not wish to acquire the 3½"-1¼" but would pay the contract price of $2.10 per cu. yd. for stockpiled crushed rock for the other sizes. The contractor refused to sign such a price agreement unless the State would agree to take the coarser material.

January 9th, 1953 Mr. Baldock notified the contractors that if they wished they might sell the 2,213 cu. yds. of 3½"-1¼" to the Warner Valley Stock Co. if they would remit a royalty of $0.03 per cu. yd., or $66.39, to the State. He also offered to pay for the smaller sizes at the price of $2.10 per cu. yd. The matter apparently died there until revived by S. M. Seven's letter of August 31st, 1955.

To date none of the rock has been used, so it would appear that the next move is up to the contractor. It would be my recommendation that we again offer to buy the 699 cu. yds. of the smaller sizes at $2.10 per cu. yd. I would only recommend considering the acquisition of the coarse rock at a bargain price of about $0.50 per cu. yd. as actually we have but little use for it and would probably have to carry it on inventory for a long period of time.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR

ASSIGNMENT

Date: ~~Augxx~~ Sept. 1, 1955No. 6060 By____

Description: Letter of August 31 by Inter-City Sand & Gravel Co., Inc. regarding rock stockpile not used on the Drake Creek-Adel Section of the Warner Valley Sec. Hwy. and stating they have not received remittance for 699 cu. yds.

Acknowledged by_____ Referred to Smith ✓

___Investigate and report with recommendation
XX Such action as necessary and report
___Comment or recommendation
___Return with rough draft of reply
___Prepare reply for signature of Mr.________
___Contact correspondent and report

Remarks: Refer to your copy of letter dated Jan. 9, 1953 signed by Mr. Baldock. You had recommended we buy 699 cu. yds.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-16-55 Report Received__________

INTER-CITY SAND & GRAVEL CO.
INCORPORATED
EUGENE AND SPRINGFIELD · OREGON

3698 HIGHWAY 99 SOUTH — EUGENE, OREGON
PHONE 4-5259

August 31, 1955

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attn: R. H. Baldock, St. Highway Engr.

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Please refer to your letter of January 9, 1953, addressed to this firm attention of Mr. Fred R. Cheatham, regarding the rock stock pile remaining and not used on the Drake Creek-Adel Section of the Warner Valley Secondary Highway.

Our records indicate that we have not received remittance for the amount of $1,467.90 which was allowed per your letter for 699 cu. yards in varying sizes No. 10 which the State wished to retain.

We had negotiated with the Warner Valley Stock Company for the sale of the entire stock pile of 2912 cu. yds. and had requested approval of this sale from you. In your letter referred to in paragraph 1, you approved this sale only to the extent of the 2213 cu.yds. of 3½" - 1¼". The Warner Valley Stock Company then became disinterested because they could not also have the smaller sizes. Would you please check your records and advise us as to what amount of this portion of the stock pile the State has used to date.

An early remittance and reply to this letter will be greatly appreciated.

Yours very truly,

INTER-CITY SAND & GRAVEL CO., INC.

By ______________________
Bookkeeper

RECEIVED
[illegible]

RECEIVED
FOR FILING

Gen. Files

11(1)
3439

October 1, 1953

John S. Coke and John M. Coke
Attorneys at Law
1012 - 1015 Yeon Building
Portland, Oregon

Gentlemen:

We are enclosing herewith for your records a fully executed copy of an "Assignment and Release" regarding the release of obligation of Glens Falls Indemnity Company, surety for Spada Brothers who defaulted on Contract No. 3439.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

P.S. A fully executed copy of the above Release has been filed in Contract No. 3439. One conformed copy has been sent to General Files and two conformed copies to H.B. Glaisyer,

Gave 1 to Maison

ASSIGNMENT AND RELEASE
FIDELITY AND SURETY CLAIMS

KNOW ALL MEN BY THESE PRESENTS THAT:

Whereas, on the 12th day of November, 1950, the Glens Falls Indemnity Company, a New York Corporation with principal offices in Glens Falls, New York, executed, as surety, a bond in the sum of Two Hundred Forty-five Thousand, Seven Hundred and 70/100 ($245,700.70) Dollars for LEONARD N. SPADA and FRANK R. SPADA, DBA SPADA BROS., as principal, in favor of the STATE OF OREGON, THE STATE HIGHWAY COMMISSION, covering State Highway Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

Whereas, the undersigned has made claim against the said Glens Falls Indemnity Company under said bond for the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars and does covenant and warrant that this sum is now justly due and owing the undersigned by said principal above all credits, off-sets, payments and counterclaims of whatever nature or kind.

Now, therefore, in consideration of the premises and of the payment by the said Glens Falls Indemnity Company of the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars as full settlement and compromise of said claim the undersigned hereby releases and forever discharges the said Glens Falls Indemnity Company, its successors, and assigns from any and all claims and demands of whatsoever nature or kind, arising out of the alleged default of said principal under said bond, at law or in equity, from the beginning of time until the day and date hereof and does hereby sell, assign, transfer, and set over unto the Glens Falls Indemnity Company all rights, title, and interest in and to said claim and all sums of money due and payable thereon and does give and grant to it full power and authority to demand and receive the same for its use, and upon receipt thereof, to give discharge of the same or any part thereof.

SIGNED and sealed this 25th day of September, 1953 at Portland, Oregon.

ATTEST:

/s/ H. B. Glaisyer
Secretary

APPROVED:

/s/ W. C. Williams
Asst. State Highway Engineer

APPROVED:

/s/ C. W. Enfield
Chief Counsel

OREGON STATE HIGHWAY COMMISSION

/s/ By Ben R. Chandler
As Chairman

/s/ By Chas. H. Reynolds
As Commissioner

/s/ By M. K. McIver
As Commissioner

RECEIVED
SEP 18 1953
FOR FILING

S 241(1)

3439

September 16, 1953

Oregon State Highway Commission

Gentlemen:

Due to the default of Spada Brothers on Contract No. 3439, Drake Creek-Adel Section of the Warner Secondary Highway in Lake County, the cost of completing the project to the State was $18,480.90 in excess of the cost that would have been incurred if Spada Brothers had completed its contract.

Under terms of the re-executed contract for completion of the work, the Glens Falls Indemnity Company, Surety for the defaulting contractor, agreed to reimburse the State for all excess costs incurred. The Surety Company has now made payment to the State of the total amount due, $18,480.90, and has requested a release of its obligation in this matter.

The Counsel has prepared a form of Assignment and Release, which will be presented to you for execution at the next meeting. As the Surety Company has fulfilled its obligation and made payment in full, I recommend you sign the Assignment and Release form.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield
Mr. C. H. Maison

WCW:me lg

FORM E-30 37,500 4-53 36605

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1953

SUBJECT: State Contract 3439 - 3439-A
Glens Falls Indemnity Co.

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

On August 6, 1953, you referred to this office a letter from Mr. John M. Coke, attorney at law, together with the release forms to be executed in consideration for the payment of $18,480.90 by the Glens Falls Indemnity Co.

I am returning herewith the original and four copies of the release form revised so as to be signed by the State Highway Commission. It is necessary that the release be signed by the Commission in order to be legally binding.

Execution of the release forms should be made an agenda item for the September 24th and 25th meeting of the Commission.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

RECEIVED
SEP 15 1953
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN S. COKE AND JOHN M. COKE
ATTORNEYS AT LAW
1012-1015 YEON BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 0836

August 6, 1953

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams
First Assist. Highway Engineer

Re: State Contract No. 3439
and 3439-A - Spada Bros.

Dear Sir:

Enclosed herewith find draft of the Glens Falls Indemnity Company No. 120582, dated August 6, 1953, payable to the order of Oregon State Highway Commission in the sum of $18,480.90. This payment is made in accordance with the Commission's invoice No. 29555 dated July 20, 1953. The total amount of the draft is made up, as indicated in the invoice, of the sum of $12,480.90 "difference between total amount paid and value of work performed" and the further sum of $6,000.00 for an engineering penalty imposed under contract No. 3439.

We are enclosing herewith our regular release and assignment form in the amount of the payment, namely: $18,480.90, which you will please have executed, in duplicate, and return to me. We will leave it to you as to securing the signatures in behalf of the Commission by any individuals connected with the Commission that you deemproper.

Thanking you for your cooperation in this matter.

NOTED
W. C. WILLIAMS

Very truly yours,

John M. Coke

John M. Coke

Glens Falls Check no. 120582
on Wells Fargo Bank & Union Trust Co.,
San Francisco, for $18,480.90 to
acctg Div. 8-10-53
J Query

JMC:vm
Enc. - Draft No. 120582
Assignment & Release

RECEIVED
AUG 7 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

ASSIGNMENT AND RELEASE
FIDELITY AND SURETY CLAIMS

KNOW ALL MEN BY THESE PRESENTS THAT:

Whereas, on the 12th day of November, 1950, the Glens Falls Indemnity Company, a New York Corporation with principal offices in Glens Falls, New York, executed, as surety, a bond in the sum of Two Hundred Forty-five Thousand, Seven Hundred and 70/100 ($245,700.70) Dollars for LEONARD N. SPADA and FRANK R. SPADA, DBA SPADA BROS., as principal, in favor of the STATE OF OREGON, THE STATE HIGHWAY COMMISSION, covering State Highway Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

Whereas, the undersigned has made claim against the said Glens Falls Indemnity Company under said bond for the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars and does covenant and warrant that this sum is now justly due and owing the undersigned by said principal above all credits, off-sets, payments and counter-claims of whatever nature or kind.

Now, therefore, in consideration of the premises and of the payment by the said Glens Falls Indemnity Company of the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars as full settlement and compromise of said claim the undersigned hereby releases and forever discharges the said Glens Falls Indemnity Company, its successors, and assigns from any and all claims and demands of whatsoever nature or kind, arising out of the alleged default of said principal under said bond, at law or in equity, from the beginning of time until the day and date hereof and does hereby sell, assign, transfer, and set over unto the Glens Falls Indemnity Company all rights, title, and interest in and to said claim and all sums of money due and payable thereon and does give and grant to it full power and authority to demand and receive the same for its use, and upon receipt thereof, to give discharge of the same or any part thereof.

SIGNED and sealed this ________ day of August, 1953 at ______________,

__________________________.

OREGON STATE HIGHWAY COMMISSION

WITNESS

By________________________

____

By________________________

____

ASSIGNMENT AND RELEASE
FIDELITY AND SURETY CLAIMS

KNOW ALL MEN BY THESE PRESENTS THAT:

Whereas, on the 12th day of November, 1950, the Glens Falls Indemnity Company, a New York Corporation with principal offices in Glens Falls, New York, executed, as surety, a bond in the sum of Two Hundred Forty-five Thousand, Seven Hundred and 70/100 ($245,700.70) Dollars for LEONARD N. SPADA and FRANK R. SPADA, DBA SPADA BROS., as principal, in favor of the STATE OF OREGON, THE STATE HIGHWAY COMMISSION, covering State Highway Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

Whereas, the undersigned has made claim against the said Glens Falls Indemnity Company under said bond for the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars and does covenant and warrant that this sum is now justly due and owing the undersigned by said principal above all credits, off-sets, payments and counter-claims of whatever nature or kind.

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SIGNED and sealed this ______ day of August, 1953 at ____________,
____________________.

OREGON STATE HIGHWAY COMMISSION

WITNESS

By____________________

____

By____________________

____

ASSIGNMENT AND RELEASE
FIDELITY AND SURETY CLAIMS

KNOW ALL MEN BY THESE PRESENTS THAT:

Whereas, on the 12th day of November, 1950, the Glens Falls Indemnity Company, a New York Corporation with principal offices in Glens Falls, New York, executed, as surety, a bond in the sum of Two Hundred Forty-five Thousand, Seven Hundred and 70/100 ($245,700.70) Dollars for LEONARD N. SPADA and FRANK R. SPADA, DBA SPADA BROS., as principal, in favor of the STATE OF OREGON, THE STATE HIGHWAY COMMISSION, covering State Highway Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

Whereas, the undersigned has made claim against the said Glens Falls Indemnity Company under said bond for the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars and does covenant and warrant that this sum is now justly due and owing the undersigned by said principal above all credits, off-sets, payments and counter-claims of whatever nature or kind.

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SIGNED and sealed this _______ day of August, 1953 at _____________, _____________________.

OREGON STATE HIGHWAY COMMISSION

By______________________

By______________________

WITNESS

____

____

ASSIGNMENT AND RELEASE
FIDELITY AND SURETY CLAIMS

KNOW ALL MEN BY THESE PRESENTS THAT:

Whereas, on the 12th day of November, 1950, the Glens Falls Indemnity Company, a New York Corporation with principal offices in Glens Falls, New York, executed, as surety, a bond in the sum of Two Hundred Forty-five Thousand, Seven Hundred and 70/100 ($245,700.70) Dollars for LEONARD N. SPADA and FRANK R. SPADA, dba SPADA BROS., as principal, in favor of the STATE OF OREGON, THE STATE HIGHWAY COMMISSION, covering State Highway Contract No. 5439, known as the [illegible] Creek-Adel Section, [illegible] Secondary Highway in Lake County, Oregon.

Whereas, the undersigned has made claim against the said Glens Falls Indemnity Company under said bond for the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars and does covenant and warrant that this sum is now justly due and owing the undersigned by said principal above all credits, off-sets, payments and counter-claims of whatever nature or kind.

Now, therefore, in consideration of the premises and of the payment by the said Glens Falls Indemnity Company of the sum of Eighteen Thousand Four Hundred Eighty and 90/100 ($18,480.90) Dollars as full settlement and compromise of said claim the undersigned hereby releases and forever discharges the said Glens Falls Indemnity Company, its successors, and assigns from any and all claims and demands of whatsoever nature or kind, arising out of the alleged default of said principal under said bond, at law or in equity, from the beginning of time until the day and date hereof and does hereby sell, assign, transfer, and set over unto the Glens Falls Indemnity Company all rights, title, and interest in and to said claim and all sums of money due and payable thereon and does give and grant to it full power and authority to demand and receive the same for its use, and upon receipt thereof, to give discharge of the same or any part thereof.

Signed and sealed this _______ day of August, 1953 at _______________, _______________.

[illegible]

WITNESS

By _______________

____

By _______________

____

FORM E-123 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

3-2 H1 (4)
3437

August 17, 1953

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Coke:

This is to acknowledge receipt of your letter of August 6, 1953, enclosing draft of the Glens Falls Indemnity Company No. 120582 in the amount of $18,480.90.

Also enclosed in your letter was a copy of your regular release and assignment form. In order to be binding upon the Commission, and hence complete protection to the Glens Falls Indemnity Company, the release and assignment must be signed by the Highway Commission. It will, therefore, be referred to the Commission for its consideration at its next meeting, which is to be held on September 24th and 25th, 1953.

As soon as the release and assignment have been considered and signed by the Commission, they will be returned to you.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

RECEIVED
1953
OFFICE OF
STATE HIGHWAY ENGINEER

Great American
Indemnity Company
New York

PACIFIC DEPARTMENT
320 CALIFORNIA STREET
SAN FRANCISCO 26

OREGON SERVICE OFFICE
409 FAILING BUILDING
PORTLAND, OREGON

DANIEL R. ACKERMAN,
CHAIRMAN OF THE BOARD
GUSTAV F. MICHELBACHER,
PRESIDENT
WILLIAM J. AHEARN,
EXECUTIVE VICE-PRESIDENT
JOHN C. EVANS,
VICE-PRESIDENT
JOHN G. LOOSE,
VICE-PRESIDENT
J. M. FIEG
SPECIAL AGENT

PACIFIC DEPARTMENT
ALFRED W. HILLBACK,
VICE-PRESIDENT
GEORGE E. KELLY,
SECRETARY
ROBERT A. MATTHEW,
ASSISTANT MANAGER

W. H. GARDNER
CLAIM SUPERINTENDENT

RECEIVED
FOR FILING

3-2411(4)

R

July 30th, 1953

3139

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of July 20th, 1953 addressed to us in connection with a claim filed with the Commission by Inter-City Sand& Gravel Co., Inc. against K. F. Jacobsen & Co., Inc. and J. M. Arenz.

We are giving this matter our immediate attention and trust that we will be able to bring the matter to an amicable and successful conclusion.

Very truly yours,

W. H. Gardner

W.H. Gardner, Supt.
Oregon Claim Department
B.

WHG/B

RECEIVED
AUG 3 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL [illegible] 1953
FOR FILING

July 23, 1953

Mr. Donald A. Dole
Attorney at Law
P. O. Box 1147
Eugene, Oregon

Dear Mr. Dole:

Mr. W. C. Williams, Assistant State Highway Engineer, has handed me your letter of July 21, 1953 regarding the claim of your client, Inter-City Sand & Gravel Company, Inc., against the Deep Creek-Adel Project on the Warner Secondary Highway, State Highway Contract No. 3439, originally awarded by the State Highway Commission to Spada Brothers who defaulted and was completed by K. F. Jacobsen & Company, Inc., and J. M. Arenz as joint venturers.

In your letter you gave as your understanding that the State Highway Commission is presently holding $16,000 as retained percentages under these contracts. I am sorry but your understanding of the matter is incorrect -- the State is holding no monies due either contractor for work performed on this job; as a matter of fact, the State has money coming from the Glen Falls Indemnity Company as reimbursement of the excessive cost of the work.

For the protection of their claim the Inter-City Sand & Gravel Company, Inc. should look to the bond furnished by Spada Brothers in connection with this job. The bond was written by the Glen Falls Indemnity Company for whom Mr. John M. Coke is Attorney in Fact, with offices in the Yeon Building in Portland. As a further protection to its claim the Inter-City Sand and Gravel Company should file notice of their claim with the Secretary of State in conformity with the provisions of the statutes covering such matters. I appreciate that you are informed as to the statutes, but I enclose a mimeographed copy of the same for your ready reference.

In the second paragraph of your letter you request copies of the original contracts between the State of Oregon and Spada Brothers and the contract with E. F. Jacobsen & Company, Inc. and J. M. Arenz together with copies of the surety bonds. A certified copy of each of these contracts is being forwarded under separate cover; the bond in each instance is a part of the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Glen Falls Indemnity Company
John M. Coke
Attorney in Fact
1012 Yeon Building
Portland 4, Oregon

Inter-City Sand & Gravel Co., Inc.
3698 US 99 South
Eugene, Oregon

Spada Brothers
8507 N. E. Columbia Blvd.
Portland 20, Oregon

E. F. Jacobsen & Co., Inc. and
J. M. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

W. C. Williams

HARRIS, BUTLER & HUSK
LAW OFFICES
207-211 EUGENE MEDICAL CENTER
P. O. BOX 1147
EUGENE, OREGON

LAWRENCE T. HARRIS
EDWARD A. BUTLER
RONALD W. HUSK
DONALD A. DOLE

TELEPHONE
4-2249

July 21, 1953

State Highway Department
Salem,
Oregon

Attention: Mr. Williams, Assistant State
Highway Engineer

Gentlemen:

Re: Drake Creek-Adel Section, Warner Secondary Highway - Contract No. 3439.

In confirmation of our telephone conversation of Monday, July 20, 1953, we understand that after the default by Spada Bros. in the above entitled contract, and the assumption of the work by Glens Falls Indemnity Company, a new contract was let by the State of Oregon acting through its Highway Commission for the completion of the work by K. F. Jacobsen & Co., Inc. and J. M. Arenz as joint adventurers. This new contract obligated Glens Falls Indemnity Company to pay to the State of Oregon such sums over and above the original contract price that were incurred by the state under its new contract. We also understand that the State of Oregon is presently holding approximately $18,000.00 as retained percentages under these contracts until such times as those persons furnishing materials and who have filed statutory notices of claim have been fully satisfied. We wish to confirm the information given you by us that at this time Inter-City Sand & Gravel Co., Inc., who furnished crushed rock and other materials on this job for both Spada Bros. and K. F. Jacobsen & Co., Inc., and J. M. Arenz, has not been fully paid and that there is presently due to it the sum of $14,546.50, plus interest, from the completion of the project. We request that prior to any disposition of these retained percentages that you notify the Inter-City Sand & Gravel Co. in order that they may fully protect their claim.

As we explained over the telephone, payment of this sum has, we feel, been unreasonably delayed and that Inter-City Sand & Gravel Co. is presently contemplating filing an action to collect its account and, therefore, we would appreciate your sending to us copies of the original contracts between the State of Oregon and Spada Bros. and the State of Oregon and K. F. Jacobsen & Co., Inc. and J. M. Arenz, together with copies of the surety bonds with Glens Falls Indemnity Company as surety filed with each contract. These copies are necessary in order to proceed further in the event of litigation.

ANSWERED
H. B. GLAISYER

State Highway Department
Attention: Mr. Williams Page Two July 21, 1953

We thank you for the information given us over the telephone and for your assistance in this matter.

Very truly yours,

Donald A. Dole
Donald A. Dole

/dg
cc: K. F. Jacobsen & Co., Inc.
Glens Falls Indemnity Company
J. M. Arenz
Inter-City Sand & Gravel Co.
Spada Bros.

RECEIVED [illegible]

RECEIVED
1953
FOR FILING

5-241(4)

34319

Mrs Lewis

July 20, 1953

Great American Indemnity Co.
Wells-Reed Insurance, Agent
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Inter City Sand and Gravel Company, Inc., against K. F. Jacobsen and Company, Inc., and J. M. Arens. This claim is in the sum of $8,639.35 and is for base and surfacing materials, for riprap, and for sprinkling furnished the contractor on State Highway Contract No. 3439A for construction of the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

We provide this information as your Company appears as surety on the performance bond furniehd with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mi 7/17
Attach.

cc - K. F. Jacobsen & Co., Inc., and J. M. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

[illegible] ON CARD

7-22-53

TO: [illegible] of the STATE OF [illegible]
SALEM, OREGON

[illegible] hereby is given that the [illegible] AND GRAVEL CO., INC., an Oregon corporation [illegible], materials and provisions performed [illegible], as follows:

Rental of 315 Compressor and attachments fully operated, welding, overtime labor and rental of dump trucks, in sum of. . . . [illegible]

Balance on account of work performed for Spada Bros. at its special instance and request prior to default (constituting 10% retained percentage), in sum of. . . . [illegible].00

Dump truck work, drilling and shooting of rock, grader work, sprinkling, shovel work, etc., in sum of. . . . . [illegible]

or an aggregate amount of. . . . . [illegible]

against the bond taken from Spada Bros. for the work of grading and oil mat surfacing of 6.98 miles of road known as the [illegible] Creek-[illegible] Section of the Warner Secondary Highway in Lake County, State of Oregon, approximately 25 miles north and east of Lakeview, Oregon, [illegible] Highway Contract No. 3439:

And that the undersigned INTER-CITY [illegible] CO., INC., an Oregon corporation, has a claim for labor, materials and [illegible] performed and furnished, as follows:

Contract Item
#23 - 1½"-0 Material in sub-base. [illegible])
#24 - 3½"-1½" Material in base. .11.72 [illegible])
#25 - 3/4"-0 Material [illegible] and shoulders. . . . . [illegible])
#28 - Mineral [illegible]. . . . . . [illegible])
#31 - 3/4"-¼" crushed rock in stockpile. . . . . [illegible])
#32 - ¼"-½" crushed rock in stockpile. . . . . .246.0 cu.yd. [illegible])
#33 - ¼"-#10 crushed rock in stockpile. . . . . [illegible])
PA#1 Rip rap on fill slopes . . [illegible] cu. [illegible]1.90)
Screen reject material 400 cu.yd. .25)
#26 - Sprinkling. . . . . .2716.5 [illegible] 2.50)
Previously paid [illegible],229.95
Spada $ 9,450.00
Jacobsen & Arenz 68,740.60 [illegible]
In the sum of. . . . . [illegible]

TOTAL. . . . . [illegible].50

COPY

against the bond taken from [illegible] Jacobsen & Co., Inc., [illegible] Arenz, a joint venture, for the work of grading and [illegible] surfacing of the above described secondary [illegible] under [illegible] Highway Contract No. 34[illegible].

Dated this 9th day of July, 1953.

[illegible] Sand and Gravel Co., Inc.,
an Oregon corporation

(CORPORATE SEAL)

By ______________________
Its President

By ______________________
Its Secretary

ENDORSED
File No. 3405
Filed-July 13, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
J[illegible] 1953
FOR FILING

[illegible]
3427

REFERRED TO Mrs Lewis BY SECRETARY

nts on card

July 20, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Inter City Sand and Gravel Company, Inc., against Spada Brothers. This claim is in the sum of $5,907.15 and is for equipment rental, labor, and miscellaneous items furnished to Spada Brothers on State Highway Contract No. 3439 for grading and surfacing the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAC:md 7/17
Attach.

cc - Amerata & Schram
440 Mead Building
Portland 4, Oregon

Mr. John M. Coke
1012 Yeon Building
Portland 4, Oregon

Spada Brothers
8507 N. E. Columbia Boulevard
Portland 20, Oregon

NOTED ON CARD
7-22-53

COPY

To: The SECRETARY OF STATE of the STATE OF OREGON
SALEM, OREGON

Notice hereby is given that the undersigned [illegible]-CITY SAND AND GRAVEL CO., INC., an Oregon corporation has a claim for labor, materials and provisions performed and furnished, as follows:

Rental of 315 Compressor and attachments fully operated, welding, overtime labor and rental of dump trucks, in sum of. . . .	$2,861.70
Balance on account of work performed for Spada Bros. at its special instance and request prior to default (constituting 10% retained percentage), in sum of. . . .	945.00
Dump truck work, drilling and shooting of rock, grader work, sprinkling, shovel work, etc., in sum of.	2,100.45
or an aggregate amount of.	$5,907.15

against the bond taken from Spada Bros. for the work of grading and oil mat surfacing of 6.98 miles of road known as the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County, State of Oregon, approximately 25 miles north and east of Lakeview, Oregon, under Oregon State Highway Contract No. 343[illegible];

And that the undersigned [illegible]-CITY SAND AND GRAVEL CO., INC., an Oregon corporation, has a claim for labor, materials and provisions performed and furnished, as follows:

Contract Item			
#23 -	1½"-0 material in sub-base.	14,704	Cu. Yd. [illegible].00)
#24 -	3½"-1½" material in base.	.11,740	Cu. yd. [illegible]2.00)
#25 -	3/4"-0 material in base and shoulders.	6,387	cu. yd. 2.00)
#28 -	Mineral aggregates.	3,970	cu. yd. 2.00)
#31 -	3/4"-½" crushed rock in Stockpile.	936.8	cu.yd. 2.00)
#32 -	½"-¼" crushed rock in stockpile.	.946.0	cu.yd. 2.00)
#33 -	¼"-#10 crushed rock in stockpile.	[illegible]	[illegible]
PA#1	Rip rap on fill slopes . .	[illegible]	cu. yd. $1.90)
	screen reject material	400	cu. yd. .25)
#46 -	Sprinkling.	2716.5	M Gal. 2.50)

Previously paid		[illegible]
Spada	$ 9,450.00	
Jacobsen & Arens	[illegible]	[illegible]

in the sum of. [illegible],[illegible]39.35

TOTAL. . . . . [illegible]4,546.50

COPY

against the bond taken from H. F. Jacobsen & Co., Inc., and J. A. Arenz, a joint venture, for the work of grading and oil mat surfacing of the above described secondary highway under Oregon State Highway Contract No. 349[illegible].

Dated this 9th day of July, 1953.

[illegible] – [illegible] Co., Inc.,
an Oregon corporation

(CORPORATE SEAL)

By [illegible]
Its President

By [illegible]
Its Secretary

ENDORSED
File No. 340[illegible]
Filed-July 1[illegible], 19[illegible]
[illegible] T. [illegible], Secretary of State

RECEIVED
[illegible] 53
FOR FILING

S-241(a)

[illegible]

July 20, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libb

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by Inter City Sand and Gravel Company against Spada Brothers on Highway Contract No. 3439 in the sum of $5,907.15 and against K. F. Jacobsen and Company and J. M. Arenz on Contract No. 3439A in the sum of $8,639.35. Both of these are listed under your file No. 3405.

We maintain separate records for these two contract numbers and will enter the notice of claim as it pertains to each of the contracts.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSIO

FAC:md

[illegible] ON CARD
7-21-53

July 20, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by Inter City Sand and Gravel Company against Spada Brothers on Highway Contract No. 3439 in the sum of $5,907.15 and against K. F. Jacobsen and Company and J. M. Arens on Contract No. 3439A in the sum of $8,639.35. Both of these are listed under your file No. 3405.

We maintain separate records for these two contract numbers and will enter the notice of claim as it pertains to each of the contracts.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

[illegible]

7-20-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 13, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Inter-City Sand & Gravel Co., 3698 Highway 99 South, Eugene, Oregon and filed as of this date, two notices of claim by Inter-City Sand and Gravel Co., Inc. for labor, materials and provisions performed and furnished in the sum of $5,907.15, against the bond taken from Spada Bros. for the work of grading and oil mat surfacing of 6.98 miles of road known as the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County, State of Oregon, approximately 25 miles north and east of Lakeview, Oregon, under Oregon State Highway Contract No. 3439. Our file No. 3405.

The other claim being by the Inter-City Sand and Gravel Co., Inc. for labor, materials and provisions performed and furnished in the sum of $14,546.50 against the bond taken from K. F. Jacobsen & Co., Inc. and J. M. Arenz, a joint venture, for the work of grading and oil mat surfacing of the above described highway under Oregon State Highway Contract No. 3439. Our file No. 3405.

It is the usual procedure to file separate notices of claim against each principal bond covering highway contracts and should you consider it adviseable to file separate claims against Spada Bros. in the amount of $5,907.15 and one against K. F. Jacobsen & Co., Inc. and J. M. Arenz in the amount of $14,546.50 we will be glad to enter them on the records.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

BY
Clerk, Notarial Dept. [illegible]

7-13 [illegible]

RECEIVED
JUL 17 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]F:K

Enc.

RECEIVED
[illegible] 1953
FOR FILING

June 22, 1953

Oregon State Highway Commission

Gentlemen:

We have been in somewhat of a controversy with the Glens Falls Indemnity Company relative to the contract on the Deep Creek-Adel Section of the Warner Secondary Highway. It was on this project that the original contractor, [illegible] Brothers, defaulted, and the Indemnity Company, through Mr. John R. Cole, its attorney, approved the State's entering into a contract for completion of the project to Jacobsen and Arena.

At the time the contractor defaulted, the time limit had expired, and, although the second contractors prosecuted the work with all possible haste, the time overrun was one year, resulting in excess engineering costs of $[illegible].77. We cannot, of course, collect all of this excess from the surety, as there are certain limitations as to the amount of engineering penalties that can be made reimbursable. On this job the contractors were shut down during the months of January, February, and March of 1952, so no penalty should be charged for that period. They were granted an extension of time of 20 days in August of 1952 to complete the project, the original second contract expiration date being August 31. As this extension was granted without penalty no charge should be made for August, 1952.

This then would leave eight months, being September, October, November, and December of 1951, and April, May, June, and July of 1952, for which penalty should be assessed. The maximum we can assess under the contract for engineering costs is $750 a month, so that the eight months' penalty would result in a total of $6,000. This matter has been carefully considered by the Chief Counsel, and at a meeting between the Chief Counsel, Mr. Cole, and Mr. Williams, the above procedure was deemed fair and equitable to both parties. Mr. Cole has advised Mr. Williams that the Surety Company will pay the $6,000 engineering penalty in addition to $12,100.00 which it owes to the State by reason of increased costs to complete the project.

In addition to this money to be paid the State, the Bonding Company has been forced to pay out approximately $86,000 to settle claims against the defaulting contractor, so that the project has cost the Surety Company in excess of $100,000.

This matter will be on the next agenda, and I recommend you approve finaling out of the contract, with the engineering penalty to be assessed the Glens Falls Indemnity Company being $6,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield
Mr. S. H. Probert

WCW:me fp

JOHN S. COKE AND JOHN M. COKE
ATTORNEYS AT LAW
1012-1015 YEON BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 0838

June 19, 1953

Oregon State Highway Commission
Salem, Oregon

ATTENTION: W. C. Williams, Assistant State
Highway Engineer

NOTED
W. C. WILLIAMS

Re: Spada Bros. - Contracts 3439 and 3439A
Drake Creek-Adel
Section, Warner Secondary
Highway Lake County, Oregon

Gentlemen:

Under date of February 3, 1953 you presented the undersigned, Glens Falls Indemnity Company, the surety, with two claims, one in the amount of $12,480.90 which was the amount paid by you over and above the value of the work performed on contracts Nos. 3439 and 3439A, and the remaining claim submitted by you against the surety is in the sum of $16,615.77 which is based on a penalty proposed by you for extra engineering expense.

We will have no dispute as to your first claim in the amount of $12,480.90 and stand ready and willing to pay this amount. Regarding your claim for the penalty for extra engineering expense in the sum of $16,615.77, we do protest on the grounds that the penalty is excessive and has no legal basis under contracts 3439 and 3439A.

The following is a chronological history of contracts 3439 and 3439A:

Original contract 3439 executed Nov. 21, 1950 between Leonard Spada and Frank Spada d/b/a Spada Bros., the State Highway Commission, and the undersigned, Glens Falls Indemnity Company as surety. Contract price $245,700.77. Completion date August 31, 1951.

July, 1951: The contractor, Spada Bros., filed a request for an extension of time to complete to July 31, 1952. On August 20, 1951, the Commission formally granted the request for extension with penalty.

Aug. 17, 1951: Spada Bros. formally declared in default.

Oct. 1, 1951: Supplemental contract entitled 3439A executed between State Highway Commission, Glens Falls Indemnity Company and contractors K. F. Jacobsen & Co. Inc. and J. M. Arenz. It should be noted that although contract No. 3439A is dated October 1, 1951 contractors Jacobsen and Arenz who completed the job were actually awarded the contract for completion as of September 4, 1951 and were on that date actually working on the job.

Aug. 26, 1952: Actual work completed with a formal acceptance by the Commission as of January 21, 1953. Contractors Jacobsen and Arenz filed a request with the Commission for an extension of time to complete from the completion date as specified in contract 3439A, namely July 31, 1952 to August 26, 1952, and such request for extension was granted by the Commission as of January 21, 1953 without penalty.

An examination of your invoice dated Feb. 3, 1953 to the Glens Falls Indemnity Company indicates that the engineering penalty in the amount of $16,615.77 was arrived at in a more or less arbitrary manner. The amount of the engineering cost on the original contract No. 3439 is claimed in the amount of $19,976.00 on the basis of 8% of the total contract price of $249,700.70. It should be noted that the original contract price was actually $245,700.70 which would seem to be an error in favor of the Commission. The total engineering costs are computed on an arbitrary basis of $36,591.77 and from this amount is deducted the original engineering cost of $19,976.00, resulting in the final claim of $16,615.77. We requested and secured from the State Highway Commission a breakdown of the engineering cost subsequent to default and this was forwarded to us under date of February 10, 1953 by the Secretary of the Commission. You will note that the total engineering costs from 8/31/51 to 8/26/52, the period subsequent to default, are computed in the amount of $17,794.08. This schedule of engineering cost also seems to have been arrived at in an arbitrary manner. For example, it is our information that the job was actually closed down because of weather during January, February, March and part of April of 1952 but in spite of this engineering costs are allocated for those respective months as follows: $1316.00, $1394.94, $722.35 and $522.91. We would also like to point out in connection with the scheduled engineering costs that there is a claim in the amount of $2229.52 for the month of August, 1952 for an engineering penalty when, in fact, the Commission granted an extension of time from July 31, 1952 to August 26, 1952 without penalty.

In accordance with Sec. 7-3, page 20, of the original contract 3439, we find the following clause:

> "When an extension of time is granted it shall be with the understanding that the contractor will reimburse the State for the engineering expense incurred in connection with the work during the period of the extension (not to exceed $25.00 per day), and that

> the contractor will reimburse the State, also, for any extra expense that may be brought upon the State by reason of the over-run in time; provided, however, that the Highway Commission may, in its discretion, and for such cause as it may deem sufficient under the circumstances, waive all or any part of such engineering expense and such extra expense."

It is our interpretation of this part of the contract, which we do not believe was in any way superseded by the supplemental contract 3439A, that the maximum engineering penalty that could be imposed for failure to complete within the specified time would have been at the rate of $25.00 per day for a period of 360 days, the actual over-run, or a total of $9000.00. The late Mr. Devers, Chief Counsel for the Highway Commission, and the writer together drafted the supplemental agreement 3439A. We believe that it is a fair and honest statement to make in connection with this protest as to engineering penalties that it was never the intention of the parties to increase the liability of the surety by entering into the Supplemental Contract 3439A.

It is our definite recollection in our negotiations with the State Highway Department for completion of the job following the default of the original contractor, Spada Bros., that it was represented to us that if we cooperated with the Commission and used every effort to secure an early completion, that any penalties for engineering costs or otherwise would be nominal. We feel that it is a fact that we did fully cooperate with the Commission and that the sub-letting of the contract for completion was done to the satisfaction of the State Highway Department.

We have further complied with the conditions of our bond regarding the payment of claims and up to the present time have settled claims incurred by Spada Bros. prior to default in the sum of approximately $86,000.00 and this amount, together with the cost of completion in the amount of approximately $16,500.00, will result in a loss of over $100,000.00 with very little, if any, salvage. Our principal, Spada Bros., filed bankruptcy proceedings in March of 1952.

We trust that this matter will meet with a favorable decision on your part as to a reduction in the amount of the claimed penalty.

RECEIVED
[illegible] 1953

Respectfully yours,

GLENS FALLS INDEMNITY COMPANY

By ______________________
Its Attorney

JMC/h
CC-C. W. Enfield, Chief Counsel
State Highway Commission

RECEIVED
FOR FILING
FORM E-30 25M 9-51 53215

S-241(4)

45

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your inquiry regarding record of assignment number 2859.

We are unable to locate this assignment but in order to close the matter I will quote the following information.

This assignment pertained to a complaint of Mr. Charles Crump regarding encroachment or impairment of his irrigation ditches on the Warner Secondary Highway under contract to Spada Brothers. This matter was investigated in the field and on December 27, 1951 a conference was held between Mr. Baldock, Mr. H. G. Smith, and Mr. Crump at which time an agreement was reached with regards to the repair of these ditches. A suitable agreement was drawn up, signed by Mr. Crump on April 16, 1952 and approved by the State Highway Commission on the 27th of May, 1952.

This matter may now be considered closed.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:js

RECEIVED
JUN 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING

June 4, 1953

Mr. John M. Coke
Glen Falls Indemnity Co.
1012 Yeon Building
Portland 4, Oregon

Dear Sir:

Please let us hear from you in regard to our claim against the Glen Falls Indemnity Company in connection with the defaulted Spada Brothers' contract for grading and paving work on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

This claim is in the amount of $29,096.67 and was submitted to you on February 3, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

cc: S. H. Probert
C. H. Maison

RECEIVED
1953
FOR FILING

S-241(4)

34-

April 13, 1953

Inter-City Sand and Gravel Co.
3698 U.S. 99 South
Eugene, Oregon

Gentlemen:

Pursuant to your telephone conversation with Mr. Query, April 10, we are listing below final quantities of rock used on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County:

Item No.	Description	Quantity	
23	1½" - 0 Material in Subbase	14,704	cu.yds.
24	3½" - 1½" Rock in Base	11,740	cu.yds.
25	3/4" - 0 Rock in Base and Shoulders	6,387	cu.yds.
28	Aggregates	3,970	cu.yds.
31	3/4" - ½" Crushed Material in Stockpile	936.8	cu.yds.
32	½" - ¼" Crushed Material in Stockpile	946.0	cu.yds.
33	¼" - #10 Crushed Material in Stockpile	503.8	cu.yds.

In addition to the above contract items, 815.0 cu.yds. of rip rap were placed on fill slopes under Price Agreement No. 1. Also 460 cu.yds. of screen rejections were placed on the road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sjc

RECEIVED
[illegible] 1953
FOR FILING
5-241(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 24, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3439 -A	10-final	K. F. Jacobsen & Co. & J. M. Arena

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4957	R-62555	$ 5,055.37	March 23, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: Extended to Aug. 26, 1952 without penalty

Completion Date: Aug. 26, 1952

Date Accepted: Jan. 21, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-25-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 25 1953
a.w.Wicklander

By H. B. Glaisyer
Acting Secretary

NOTED ON CARD
3-25-53.

RECEIVED
SEP 30 1953
FOR FILING

5-[illegible]

[illegible]

file

[redacted] 13, 1953

Mr. John M. Coke
Attorney at Law
1012 Yeon Building
Portland 4, Oregon

Dear Mr. Coke;

In response to your request of February 5, 1953, I am enclosing a copy of a letter dated October 17, 1952, from the Inter-City Sand and Gravel Company, Inc., to myself as Secretary of the Oregon State Highway Commission regarding the company's claims against Spada Brothers and Jacobsen and Arens, arising out of the Drake Creek - Adel Section of the Warner Secondary Highway in Lake County.

Attached to the letter is a list of the items making up the claim.

There are two copies of all of the above mentioned material.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sl
enclosures

February 10, 1953

Mr. John M. Coke
1012 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

Pursuant to the understanding we had when you were in the office on Thursday of last week, February 5th, I enclose for your information a schedule of engineering costs that accrued in connection with Spada Brothers' contract for construction of the Drake Creek-Adel Section of the Warner Secondary Highway subsequent to August 3, 1951.

You also asked for a copy of the itemized claim of Inter City Sand and Gravel Company and a copy of the Inter City Sand and Gravel Company's letter of October 17, 1952. This copy work has not yet been completed. I will be pleased to forward the material to you as soon as it is done which I anticipate will be within the next day or two.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:md 2/9

Enc.

cc - Mr. W. C. Williams
     Mr. C. B. Maison

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Schedule of Engineering Costs from 8/31/51 to 8/26/52 in connection with work on the Drake Creek-Adel Section, contract No. 3439 as per agreement entered into 10/1/51 between the State Highway Commission; contractor K.F. Jacobsen & Co., Inc., and J.M. Arens; and the Glens Falls Indemnity Co.

		1951				1952							
	Totals	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Au
Salaries:													
Engineer	$ 3,398.32	$ 365.57	$ 356.90	$ 455.82	$ 405.07	$ 455.83	$ 455.82	$235.26	$ 91.16	$ 88.22	$106.37	$117.63	$ 2
Checkers	1,661.34	502.93	484.98	417.70	255.73	-	-	-	-	-	-	-	
Transitmen	2,448.57	337.05	231.94	311.58	313.12	359.52	359.52	185.56	107.86	24.16	24.96	-	
Chainmen	4,514.95	303.88	224.10	306.16	278.20	482.06	579.60	301.53	251.99	174.83	433.42	462.11	1
Inspectors	1,214.47	344.54	402.95	-	-	-	-	-	-	163.20	42.16	78.48	7
Computors	1,165.71	295.61	286.06	306.16	275.13	2.75	-	-	-	-	-	-	1
Draftsmen	229.63	-	-	-	-	-	-	-	71.90	29.00	35.95	-	
Total salaries and wages	$14,632.99	$2,149.58	$1,986.93	$1,797.42	$1,527.25	$1,300.16	$1,394.94	$722.35	$522.91	$479.41	$642.86	$658.22	$1,4
Equipment rental	940.44	-	144.00	145.35	56.35	146.00	146.00	146.00	55.74	16.00	30.00	30.00	
Equipment operating costs	439.42	-	21.92	52.01	124.05	16.60	36.84	18.27	5.39	19.78	50.46	17.40	
Misc. expense	1,781.23	92.17	91.23	220.52	250.86	99.51	99.71	44.67	1.49	4.97	178.17	21.07	6
Total	$ 3,161.09	$ 92.17	$ 257.15	$ 417.88	$ 431.26	$ 262.11	$ 282.55	$208.94	$ 62.62	$ 40.75	$258.63	$ 68.47	$ 7
Total Engineering costs	$17,794.08	$2,241.75	$2,244.08	$2,215.30	$1,958.51	$1,562.27	$1,677.49	$931.29	$585.53	$520.16	$901.49	$726.69	$2.2

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Schedule of Engineering Costs from 8/31/51 to 8/26/52 in connection with work on the Drake Creek-Adel Section, contract No. 3439 as per agreement entered into 10/1/51 between the State Highway Commission; contractor K.F. Jacobsen & Co., Inc., and J.H. Arens; and the Glens Falls Indemnity Co.

	Totals	1951 Sept.	Oct.	Nov.	Dec.	1952 Jan.	Feb.	March	April	May	June	July	August
	$ 3,398.32	$ 365.57	$ 356.90	$ 455.82	$ 405.07	$ 455.83	$ 455.82	$235.26	$ 91.16	$ 88.22	$106.37	$117.63	$ 264.67
	1,661.34	502.93	484.98	417.70	255.73	-	-	-	-	-	-	-	-
	2,448.57	337.05	231.94	311.58	313.12	359.52	359.52	185.56	107.86	24.16	24.96	-	193.30
	4,514.95	303.88	224.10	306.16	278.20	482.06	579.60	301.53	251.99	174.83	433.42	462.11	717.07
	1,214.47	344.54	402.95	-	-	-	-	-	-	163.20	42.16	78.48	183.14
	1,165.71	295.61	286.06	306.16	275.13	2.75	-	-	-	-	-	-	-
	229.63	-	-	-	-	-	-	-	71.90	29.00	35.95	-	92.78
aries es	$14,632.99	$2,149.58	$1,986.93	$1,797.42	$1,527.25	$1,300.16	$1,394.94	$722.35	$522.91	$479.41	$642.86	$658.22	$1,450.96
tal rating	940.44	-	144.00	145.35	56.35	146.00	146.00	146.00	55.74	16.00	30.00	30.00	25.00
	439.42	-	21.92	52.01	124.05	16.60	36.84	18.27	5.39	19.78	50.46	17.40	76.70
	1,781.23	92.17	91.23	220.52	250.86	99.51	99.71	44.67	1.49	4.97	178.17	21.07	676.86
	$ 3,161.09	$ 92.17	$ 257.15	$ 417.88	$ 431.26	$ 262.11	$ 282.55	$208.94	$ 62.62	$ 40.75	$258.63	$ 68.47	$ 778.56
ineer- ts	$17,794.08	$2,241.75	$2,244.08	$2,215.30	$1,958.51	$1,562.27	$1,677.49	$931.29	$585.53	$520.16	$901.49	$726.69	$2,229.52

			Pd.
Collins Pipe Co —	pd.	18,333.54	11/13/51
Ind. Acc. Com —	pd.	1,379.71	9/19/52
Wayne E. Elliott —	pd.	213.12	10/1/52
Dean Elliott —	pd.	263.73	9/19/52
J. R. Decker —	not paid	198.00	
Cascade Equip Co. —	pd.	5926.50	3/6/52
Gordon Arnett Motors —	pd.	35.89	9/19/52
Klamath Pardee & Equip Co.	pd	271.38	9/19/52
Shell Oil Co. —	pd	6,669.40	1/15/52
OK Rubber Welders —	pd	62.50	9/19/52
Columbia Equip Co —	pd	202.48	4/4/52
Ind. Air Pro. Co —	pd	246.92	3/6/52
St. Unemp. Com Com —	pd	1025.63	9/19/52
Fakenian Bldg. Mat —	pd	13.35	9/26/52
Cleland & O'Keefe	not paid	2500.00 fees	
St. Game Director	not paid	?	
[illegible] —	not paid		

List of claims against Hodges Bros contract #3839 remaining unpaid according to our card record — but which Mr Coke alleges have been paid by surety — 2/5/53 — Coke will furnish photo static reproductions of claim releases.

H.L.S.

INTER * CITY SAND & GRAVEL CO.
Incorporated
Eugene and Springfield * Oregon
3698 Highway 99 South — Eugene, Oregon
Phone 4-5259

October 17, 1952

OFFICE COPY

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We enclose copies of our statements covering work performed on the Drake Creek - Adel Section of the Warner Secondary, as follows:

Rendered to the Glens Falls Indemnity co. for:

1. Rental work performed under the direction of Spada Bros. prior to their default.
2. Retained percentage on our subcontracted items as of the date of Spada Bros. default.
3. Sprinkling (not subcontracted under original agreement) May 5, '52 thru July 8, '52 under Jacobsen and Arens.

Rendered to your Division offices in Bend and subsequently forwarded through Salem to the Glens Falls Indemnity Co. for:

Force account work done under the direction of Mr. Dean Swift.

Repeated requests for acknowledgement and/or payment made of the Glens Falls Indemnity Co. have not been responded to, thus we forward the claims to you for appropriate action.

Very truly yours,

4 encls as noted

Inter-City Sand and Gravel Co., Inc.
Kay Moe, Secretary

/S/ Kay Moe

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3439, SPADA BROS.

8-31-51	Collins Concrete & Steel Pipe Co.	Materials	$18,333.54
9-6-51	J. R. Decker	Use of Power Shovel	198.00
9-4-51	Wayne E. Elliott (Sec.of State 4-7-52)	Labor & Truck hauling	213.12
9-5-51	Dean Elliott (Sec.of State 4-17-52)	Dump Truck rental	263.74
9-22-51	Cascade Equipment Co. (Sec.of State 1-7-52)	Equipment rental	5,926.50
9-25-51	Gordon Smith Motors,Inc.	Repairs	35.89
10-1-51	Klamath Powder & Equipment Co.	Materials & Rental	271.38
10-12-51	Shell Oil Co.	Products	6,669.40
10-12-51	O.K. Rubber Welders		62.50
10-12-51	State Industrial Accident Com.	Unpaid Contributions	1,379.71
10-15-51	Gordon Smith Motors,Inc.	Equipment repairs	35.89
11-9-51	Columbia Equipment Co.	Repair parts	202.48
12-3-51	Howard Cooper Corp.	Equip. rent & Materials	14,213.68
12-11-51	Industrial Air Products Co.	Products & Loss of 5 Cylinders	246.92
2-20-52	West Coast Telephone Co.		183.57
3-24-52	State Unemployment Compensation Com.	Contributions & Int. due	996.32
6-20-52	Lakeview Building Material Co.	Materials	13.35
7-25-52	Messrs. Cleland & O'Keefe (Theodore R.Conn,Attorney)	Damage to Flume	2,500.00
8-11-52	Oregon State Game Com.	Damage to Fish Screen (no amt.specified)	———
		App. Total Amount	51,745.99

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3439, SPADA BROS.

8-31-51	Collins Concrete & Steel Pipe Co.	Materials	$18,333.54
9-6-51	J. R. Decker	Use of Power Shovel	198.00
9-4-51	Wayne E. Elliott (Sec.of State 4-7-52)	Labor & Truck hauling	213.12
9-5-51	Dean Elliott (Sec.of State 4-17-52)	Dump Truck rental	263.74
9-22-51	Cascade Equipment Co. (Sec.of State 1-7-52)	Equipment rental	5,926.50
9-25-51	Gordon Smith Motors,Inc.	Repairs	35.89
10-1-51	Klamath Powder & Equipment Co.	Materials & Rental	271.38
10-12-51	Shell Oil Co.	Products	6,669.40
10-12-51	O.K. Rubber Welders		62.50
10-12-51	State Industrial Accident Com.	Unpaid Contributions	1,379.71
10-15-51	Gordon Smith Motors,Inc.	Equipment repairs	35.89
11-9-51	Columbia Equipment Co.	Repair parts	202.48
12-3-51	Howard Cooper Corp.	Equip. rent & Materials	14,213.68
12-11-51	Industrial Air Products Co.	Products & Loss of 5 Cylinders	246.92
2-20-52	West Coast Telephone Co.		183.57
3-24-52	State Unemployment Compensation Com.	Contributions & Int. due	996.32
6-20-52	Lakeview Building Material Co.	Materials	13.35
7-25-52	Messrs. Cleland & O'Keefe (Theodore R.Conn,Attorney)	Damage to Flume	2,500.00
8-11-52	Oregon State Game Com.	Damage to Fish Screen (no amt.specified)	———
		App. Total Amount	51,745.99

FORM B-128X 35M 11-

THIS COPY IS FOR MR. GLAISYER

COMMISS

BEN R. CHA
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CHAS.
LA

M.

FORM S-133X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. D. GLAISYER
SECRETARY

March 4, 1952

Mr. John M. Coke
Attorney-at-Law
1012 Yeon Bldg.
Portland 4, Oregon

Dear Mr. Coke:

Pursuant to your request I enclose herewith two copies of a list of claims filed with this office against Spada Bros. in connection with their contract with the State Highway Commission No. 3439.

This contract, on which Spada Bros. defaulted, is for grading and surfacing on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encls. 2

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3439, SPADA BROS.

8-31-51	Collins Concrete & Steel Pipe Co.	Materials furnished	$18,333.54
9- 4-51	Wayne E. Elliott	Labor & truck hauling	213.12
9-5-51	Dean Elliott	Dump truck rental	263.74
9-6-51	J. R. Decker	Power shovel, use of	198.00
9-22-51	Cascade Equipment Co. 1-7-52 (filed Sec.of State/~~10-10-51~~)	Equipment rental	5,926.50
9-25-51	Gordon Smith Motors, Inc.	Repairs to equipment	35.89
10-1-51	Klamath Powder & Equipment Co.	Materials & rental	271.38
10-12-51	Shell Oil Co.	Products	6,669.40
10-12-51	O. K. Rubber Welders		62.50
10-12-51	State Industrial Accident Com.	Unpaid contributions	1,379.71
10-15-51	Gordon Smith Motors, Inc.	Equipment repairs	35.89
11-9-51	Columbia Equipment Co.	Repair parts	202.48
12-3-51	Howard Cooper Corp.	Equipment rent & materials	14,213.68
12-11-51	Industrial Air Products Co.	Products & loss of 5 cylinders	246.92
2-20-52	West Coast Telephone Co.		183.57
		Total ———	$48,236.32

3-4-52
vl

October 17, 1951

Glen Falls Indemnity Co.,
c/o Mr. Coke, Attorney at Law,
Yeon Building
Portland, Oregon

Gentlemen:

Find inclosed itemized statement of rental work done by us for Spada Bros. prior to their termination of operations on the Drake Creek-Adel Section of the Warner Valley Secondary Highway in Lake County, Oregon.

This is not a toal of all work done by us, but a total of work done at Spadas direction that has not been paid for to date.

Your immediate attention to this matter will be greatly appreciated.

Yours very truly,
INTER-CITY SAND & GRAVEL CO., INC.

KM/s

By______________________________

SPADA BROS. October 15, 1951

1. June 5		K7—— yd. truck	3 hrs.		
		Culwell—— 5 yd. truck	3 hrs.		
		Elliott—— 5 yd. truck	3 hrs.		
			9 hrs.	@ 6.25-56.25	
Tues. June 12		K7	3½ Hr.		
		Culwell	3½ Hr.		
		Elliott	3½ Hr.		
			10½ Hr.	@ 6.25	65.63
June 30		Compressor	9½		
July 2	315 Compressor and attachments		9½ Hr.		
3	(fully operated)		9½ Hr.		
5		15½ hr. O.T.	9½ Hr.		
			9 Hr.		
			9 Hr.		
			46½ Hr.		
July 9	compressor etc.		9 Hr.		
10			9 Hr.		
11			9 Hr.		
12			9 Hr.		
13			9 Hr.		
14		13 hr. O.T.	8 Hr.		
			53 Hr.		
July 11	Welding by Sonney		1 Hr.		
July 16	Compressor etc.		9 Hr.		
17			9 Hr.		
18			9 Hr.		
19			9 Hr.		
20			9 Hr.		
21		13 hr. O.T.	8 Hr.		
			53 Hr.		
July 23	Compressor etc.		9 Hr.		
24			9 Hr.		
25			9 Hr.		
26			9½ Hr.		
27			9½ Hr.		
28		15½ hr. O.T.	9½ Hr.		
			55½ Hr.		
July 30	Compressor etc.		9½ Hr.		
31			9½ Hr.		
Aug. 1			9½ Hr.		
2			9½ Hr.		
3			9½ Hr.		
4			9½ Hr.		
			57 Hr.		
Aug. 6	Compressor etc.		9½ Hr.		
7			8½ Hr.		
8			9½ Hr.		
9			7½ Hr.		
10			7½ Hr.		
11		12½ hrs. O.T.	9½ Hr.		
			52 Hr.		

Compressor	326½ hrs.	@ $8.00	$2612.00
Welding	1 "	@ 4.00	4.00
Overtime	97½ "	@ 1.27	123.82
			$2861.70

May 19, 1952

Oregon State Highway Department
Attention: Mr. Dean Swift,
Ass't Division Engineer,
Bend, Oregon.

Force Account Work Done on Drake Creek - Adel Section of Warner Valley Secondary Highway Aug. 17 thru Sept. 8, 1951, Inclusive, per Attached Sheets.

		Admin.	Labor	Equip.	Total
Totals, as Detailed		14.50	415.42	1501.07	1930.99
Allowances, per Sect 8-5					
Labor 15%			62.31		62.31
SIAC, Contributed by Employer					
Road Constr: 312.17 @ 3.80 Less 50%			5.93		5.93
Quarrying: 103.25 @ 10.00 Less 50%			5.16		5.16
Plus 15% Allowance			1.66		1.66
Fed. Old Age Contrib.	1.50				
Fed. Unempl. "	.30				
State " "	2.10				
	3.90 per 100.00		16.20		16.20
Plus 15% Allowance			2.43		2.43
Material & Supplies 5%		.72			.72
Equipment Rental 5%				75.05	75.05
		15.22	509.11	1576.12	2100.45

Force Account Work   Drake Creek - Adel Section Warner Valley Secondary To open up Road after Spada Bros col

Date 1951	Description			Hours	[illegible]	Charges Admin.	Labor	Equip.	Total Date
Aug. 17	Haul & Spread Screen Reject Bunker to Road	5 Yd.Trk	Culwell	4	[illegible].00			20.00	20.0
Aug. 20	" " " " " " "	"	Culwell	2	[illegible].00			10.00	
	Phone Call from ISC&G Co Foreman Lakeview					1.31			11.3
Aug. 21	Shoot Holes left by Spada Bros	Powderman	Shirey	3½	2.25		7.88		
	" " " " " "	" Helper	Damman	3½	1.75		6.12		
	Clearing Rock From Grade Spada Bros. D-8 Dozer		Damman	2	1.75		3.50		
	Haul & Spread Screen Reject Bunke s to Road	5 Yd.Trk	Culwell	2	5.00			10.00	
	Water Truck Eugene to Lakeview	1500 Gal.	Campbell	8/2	5.60/8.25		1.65	56.00	
	Repair Work - Spada Bros Blade		T. Reese	8/2	2.30/3.45		25.30		
	" " " " "		Damman	2½/2½	1.75/2.625		10.94		
	Phone Call to Dean Swift Bend					2.00			
	" " " Mr. Dykeman Lakeview					1.50			
	" " " Mr. Bowman "					2.00			
	" " " ICS&G CO Foreman "					2.50			129.3
Aug. 22	Foreman		T. Reese	8/2	2.30/3.45		25.30		
	Blade		Lake Co.	8/1½	8.50			78.62	
	Water Truck		Campbell	8/1	5.60/.825		.82	50.40	
	Haul & Spread Screen Reject Bunker to Road	5 Yd.Trk	Culwell	2	5.00			10.00	
	Repair Work Spada Bros Blade & D8 Dozer		Damman	8/2	175/2.625		19.25		
	Centrifugal Pump with Hose & Fittings	3" Pump		9	.50			4.50	
	Phone Call to Portland Spada's Surety					1.31			
	" " " " " " Attorney					3.88			194.0
Aug. 23	Foreman		T. Reese	8/2	2.30/3.45		25.30		
	Blade		Lake Co.	8/3/4	8.50			74.38	
	Water Truck		Culwell	6	5.60			33.60	
	Move and Reset Water Pump		Hughes	2½	1.75		4.38		
	" " " " "	½T Pickup	"	2½	1.10			2.75	
	Water Truck		Campbell	8/1½	5.60/.825		1.24	53.20	
	Load Screen Reject from Stockpile	1½yd Shovel	Stork	5½	12.50			68.75	
	Oiler on 1¼ yd Shovel		Sonney	5½	1.90		10.45		
	Haul & Spread Screen Reject	5 Yd.Trk	Elliott	5½	5.00			27.50	
	" " " "	4 Yd.Trk	Todd	5½	4.50			24.75	
	" " " "	6 Yd.Trk	Culwell	1	6.00			6.00	
	Labor		Hughes	4	1.75		7.00		
	Labor and Repairs to Spada D8 & Blade		Damman	8/2½	1.75/2.625		20.56		
	Centrifugal Pump with Hose & Fittings	3" Pump		15½	.50			7.75	367.6
Aug. 24	Foreman		T. Reese	8/2	2.30/3.[illegible]		25.30		
	Clearing Rock from Grade Spada Bros D8		Damman	2	1.[illegible]		3.50		
	Blade		Lake Co.	8/ 3/4	8.[illegible]			74.37	
	Water Truck		Campbell	8/4	5.60/.[illegible]		3.30	67.20	
	Load Screen Reject from Stockpile (1¼ yd Shovel)		Stork	8/2	12.[illegible]			125.00	
	Oiler on Shovel (1¼yd)		Sonney	8/2	1.90/2.[illegible]		20.90		
	Haul & Spread Screen Reject	5 Yd.Trk	Elliott	8/2	5.[illegible]			50.00	
	" " " "	4 Yd.Trk	Todd	8/2	4.[illegible]			45.00	
	Labor		Hughes	8/1	1.75/2.[illegible]		16.63		

Account Work   Drake Creek - Adel Section Warner Valley Secondary To open up Road after Spada Bros collapsed

ption			Hours	Rate	Misc.	Charges Labor	Charges Equip.	Total for Date
Spread Screen Reject Bunker to Road	5 Yd.Trk	Culwell	4	5.00			20.00	20.00
" " " " " "	"	Culwell	2	5.00			10.00	
Call from ISC&G Co Foreman Lakeview					1.31			11.31
oles left by Spada Bros	Powderman	Shirey	3½	2.25		7.88		
" " " " "	" Helper	Damman	3½	1.75		6.12		
g Rock From Grade Spada Bros. D-8 Dozer		Damman	2	1.75		3.50		
Spread Screen Reject Bunke s to Road	5 Yd.Trk	Culwell	2	5.00			10.00	
ruck Eugene to Lakeview	1500 Gal.	Campbell	8/2	5.60/8.25		1.65	56.00	
Work - Spada Bros Blade		T. Reese	8/2	2.30/3.45		25.30		
" " " "		Damman	2½/2½	1.75/2.625		10.94		
Call to Dean Swift Bend					2.00			
" " Mr. Dykeman Lakeview					1.50			
" " Mr. Bowman "					2.00			
" " ICS&G CO Foreman "					2.50			129.39
n		T. Reese	8/2	2.30/3.45		25.30		
		Lake Co.	8/1½	8.50			78.62	
ruck		Campbell	8/1	5.60/.825		.82	50.40	
Spread Screen Reject Bunker to Road	5 Yd.Trk	Culwell	2	5.00			10.00	
Work Spada Bros Blade & D8 Dozer		Damman	8/2	175/2.625		19.25		
ugal Pump with Hose & Fittings	3" Pump		9	.50			4.50	
all to Portland Spada's Surety					1.31			
" " " " " Attorney					3.88			194.08
		T. Reese	8/2	2.30/3.45		25.30		
		Lake Co.	8/3/4	8.50			74.38	
ruck		Culwell	6	5.60			33.60	
d Reset Water Pump		Hughes	2½	1.75		4.38		
" " "	½T Pickup	"	2½	1.10			2.75	
ruck		Campbell	8/1½	5.60/.825		1.24	53.20	
reen Reject from Stockpile	1¼yd Shovel	Stork	5½	12.50			68.75	
n 1¼ yd Shovel		Sonney	5½	1.90		10.45		
Spread Screen Reject	5 Yd.Trk	Elliott	5½	5.00			27.50	
" " "	4 Yd.Trk	Todd	5½	4.50			24.75	
" " "	6 Yd.Trk	Culwell	1	6.00			6.00	
		Hughes	4	1.75		7.00		
nd Repairs to Spada D8 & Blade		Damman	8/2½	1.75/2.625		20.56		
ugal Pump with Hose & Fittings	3" Pump		15½	.50			7.75	367.61
		T. Reese	8/2	2.30/3.[illegible]		25.30		
g Rock from Grade Spada Bros D8		Damman	2	1.[illegible]		3.50		
		Lake Co.	8/ 3/4	8.[illegible]			74.37	
ruck		Campbell	8/4	5.60/.[illegible]		3.30	67.20	
reen Reject from Stockpile (1¼ yd Shovel)		Stork	8/2	12.[illegible]			125.00	
n Shovel (1¼yd)		Sonney	8/2	1.90/2.[illegible]		20.90		
Spread Screen Reject	5 Yd.Trk	Elliott	8/2	5.[illegible]			50.00	
" " "	4 Yd.Trk	Todd	8/2	4.[illegible]			45.00	
		Hughes	8/1	1.75/2.[illegible]		16.63		

Page 2

1951	Description			Hours	Rate		[illegible]	Labor	Equip.	Total Da
Aug. 24	Labor		Damman	3	1.75			5.25		
Continued	Centrifugal Pump with Hose & Fittings	3" Pump		12	.50				6.00	442.
Aug. 25	Foreman		Reese	10	3.45			34.50		
	Blade		Lake Co.	4	8.50				34.00	
	Water Truck	1500 Gal	Campbell	8/5½				4.54	15.60	
	Load Screen Reject from Stockpile	1¼Yd Shovel	Stork	5	12.50				62.50	
	Oiler on 1¼ Yd Shovel		Sonney	5	2.85			14.25		
	Haul 7 Spread Screen Reject	5 Yd Trk	Elliott	5	5.00				25.00	
	Labor		Hughes	5	2.625			13.12		
	Centrifugal Pump with Hose & Fittings	3" Pump		13½	.50				6.75	
Aug. 27	Water Truck	1500 Gal	Campbell	8/2	5.60/	.825				270.
	Move & Reset Water Pump		Hughes	2	1.75			1.65	56.00	
	" " " "	½ T. Pkup	"	2	1.10			3.50		
	Centrifugal Pump with Hose & Fittings	3" Pump		10	.50				2.20	
	Port. Air Compressor with Pipe, Hose & Fittings	315 CFM		7½	4.65				5.00	
	Jackhammer	65 #		7½	.45				34.88	
	Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25				3.37	
	" " " "	Ham. Man	Fisher	7½	1.90			16.88		
Aug. 28	Water Truck	1500 Gal.	Campbell	8/2½	5.60/	.825		14.25		137.
	Move & Reset Water Pump		Hughes	1½	1.75			2.06	58.80	
	" " " "	½ T. Pkup		1½	1.10			2.62		
	Centrifugal Pump with Hose & Fittings	3" Pump		10½	.50				1.65	
	Air Compr. Port. with Hose & Fittings	315 CFM		7½	4.65				5.25	
	Jackhammer	65#		7½	.45				34.87	
	Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25				3.38	
	" " " "	Ham. Man	Fisher	7½	1.90			16.87		
Aug. 29	Water Truck	1500 Gal	Campbell	8/3	5.60/	.825		14.25		139.
	Centrifugal Pump with Hose & Fittings	3" Pump		11	.50			2.47	61.60	
Aug. 30	Water Truck	1500 Gal.	Campbell	8/2	5.60/	.825			5.50	69.
	Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			1.65	56.00	
Aug. 31	Water Truck	1500 Gal	Campbell	8/1½	5.60/	.825			5.00	62.
	Centrifugal Pump with Hose & Fittings	3" Pump		9½	.50			1.24	53.20	
Sept. 8	Shooting Boulders in Creek	Pwd. Man	Shirey	8	3.375				4.75	59.
								27.00		27.
							11.50	415.42	1501.07	1,930.

Description			Hours	Rate	Admin.	Labor	Equip.	Total for Date
Labor		Damman	3	1.75		5.25		
Centrifugal Pump with Hose & Fittings	3" Pump		12	.50			6.00	442.45
Foreman		Reese	10	3.45		34.50		
Blade		Lake Co.	4	8.50			34.00	
Water Truck	1500 Gal	Campbell	8/5½			4.54	75.60	
Load Screen Reject from Stockpile	1¼Yd Shovel	Stork	5	12.50			62.50	
Oiler on 1¼ Yd Shovel		Sonney	5	2.85		14.25		
Haul 7 Spread Screen Reject	5 Yd Trk	Elliott	5	5.00			25.00	
Labor		Hughes	5	2.625		13.12		
Centrifugal Pump with Hose & Fittings	3" Pump		13½	.50			6.75	
Water Truck	1500 Gal	Campbell	8/2	5.60/ .825				270.26
Move & Reset Water Pump		Hughes	2	1.75		1.65	56.00	
" " " "	½ T. Pkup	"	2	1.10		3.50		
Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			2.20	
Port. Air Compressor with Pipe, Hose & Fittings	315 CFM		7½	4.65			5.00	
Jackhammer	65 #		7½	.45			34.88	
Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25			3.37	
" " " "	Ham. Man	Fisher	7½	1.90		16.88		
Water Truck	1500 Gal.	Campbell	8/2½	5.60/ .825		14.25		137.73
Move & Reset Water Pump		Hughes	1½	1.75		2.06	58.80	
" " " "	½ T. Pkup		1½	1.10		2.62		
Centrifugal Pump with Hose & Fittings	3" Pump		10½	.50			1.65	
Air Compr. Port. with Hose & Fittings	315 CFM		7½	4.65			5.25	
Jackhammer	65#		7½	.45			34.87	
Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25			3.38	
" " " "	Ham. Man	Fisher	7½	1.90		16.87		
Water Truck	1500 Gal	Campbell	8/3	5.60/ .825		14.25		139.75
Centrifugal Pump with Hose & Fittings	3" Pump		11	.50		2.47	61.60	
Water Truck	1500 Gal.	Campbell	8/2	5.60/ .825			5.50	69.57
Centrifugal Pump with Hose & Fittings	3" Pump		10	.50		1.65	56.00	
Water Truck	1500 Gal	Campbell	8/1½	5.60/ .825			5.00	62.65
Centrifugal Pump with Hose & Fittings	3" Pump		9½	.50		1.24	53.20	
Shooting Boulders in Creek	Pwd. Man	Shirey	8	3.375			4.75	59.19
						27.00		27.00
					14.50	415.42	1501.07	1,930.99

RECEIVED

FORM E-122X 37,900 4-52

FOR FI

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 10, 1953

Mr. John M. Coke
1012 Yeon Building
Portland 4, Oregon

W. C. WILLIAMS

Dear Mr. Coke:

Pursuant to the understanding we had when you were in the office on Thursday of last week, February 5th, I enclose for your information a schedule of engineering costs that accrued in connection with Spada Brothers' contract for construction of the Drake Creek-Adel Section of the Warner Secondary Highway subsequent to August 3, 1951.

You also asked for a copy of the itemized claim of Inter City Sand and Gravel Company and a copy of the Inter City Sand and Gravel Company's letter of October 17, 1952. This copy work has not yet been completed. I will be pleased to forward the material to you as soon as it is done which I anticipate will be within the next day or two.

Very truly yours

HBGlaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:md 2/9

Enc.

cc - Mr. W. C. Williams
Mr. C. H. Maison

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Schedule of Engineering Costs from 8/31/51 to 8/26/52 in connection with work on the Drake Creek-Adel Section, contract No. 3439 as per agreement entered into 10/1/51 between the State Highway Commission; contractor K.F. Jacobsen & Co., Inc., and J.H. Arens; and the Glens Falls Indemnity Co.

	1951					1952							
	Totals	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Au
Salaries:													
Engineer	$ 3,398.32	$ 365.57	$ 356.90	$ 455.82	$ 405.07	$ 455.83	$ 455.82	$235.26	$ 91.16	$ 88.22	$106.37	$117.63	$
Checkers	1,661.34	502.93	484.98	417.70	255.73	-	-	-	-	-	-	-	
Transitmen	2,448.57	337.05	231.94	311.58	313.12	359.52	359.52	185.56	107.86	24.16	24.96	-	
Chainmen	4,514.95	303.88	224.10	306.16	278.20	482.06	579.60	301.53	251.99	174.83	433.42	462.11	
Inspectors	1,214.47	344.54	402.95	-	-	-	-	-	-	163.20	42.16	78.48	
Computors	1,165.71	295.61	286.06	306.16	275.13	2.75	-	-	-	-	-	-	
Draftsmen	229.63	-	-	-	-	-	-	-	71.90	29.00	35.95	-	
Total salaries and wages	$14,632.99	$2,149.58	$1,986.93	$1,797.42	$1,527.25	$1,300.16	$1,394.94	$722.35	$522.91	$479.41	$642.86	$658.22	$1,
Eq[illegible]t rental	940.44	-	144.00	145.35	56.35	146.00	146.00	146.00	55.74	16.00	30.00	30.00	
[illegible] operating	439.42	-	21.92	52.01	124.05	16.60	36.84	18.27	5.39	19.78	50.46	17.40	
[illegible] expense	1,781.23	92.17	91.23	220.52	250.86	99.51	99.71	44.67	1.49	4.97	178.17	21.07	
Total	$ 3,161.09	$ 92.17	$ 257.15	$ 417.83	$ 431.26	$ 262.11	$ 282.55	$208.94	$ 62.62	$ 40.75	$258.63	$ 68.47	$
Total Engineering costs	$17,794.08	$2,241.75	$2,244.08	$2,215.30	$1,958.51	$1,562.27	$1,677.49	$931.29	$585.53	$520.16	$901.49	$726.69	$2.

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Schedule of Engineering Costs from 8/31/51 to 8/26/52 in connection with work on the Drake Creek-Adel Section, contract No. 3439 as per agreement entered into 10/1/51 between the State Highway Commission; contractor K.F. Jacobsen & Co., Inc., and J.H. Arens; and the Glens Falls Indemnity Co.

1951					1952							
Totals	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	August
$ 3,398.32	$ 365.57	$ 356.90	$ 455.82	$ 405.07	$ 455.83	$ 455.82	$235.26	$ 91.16	$ 88.22	$106.37	$117.63	$ 264.67
1,661.34	502.93	484.98	417.70	255.73	-	-	-	-	-	-	-	-
2,448.57	337.05	231.94	311.58	313.12	359.52	359.52	185.56	107.86	24.16	24.96	-	193.30
4,514.95	303.88	224.10	306.16	278.20	482.06	579.60	301.53	251.99	174.83	433.42	462.11	717.07
1,214.47	344.54	402.95	-	-	-	-	-	-	163.20	42.16	78.48	183.14
1,165.71	295.61	286.06	306.16	275.13	2.75	-	-	-	-	-	-	-
229.63	-	-	-	-	-	-	-	71.90	29.00	35.95	-	92.78
$14,632.99	$2,149.58	$1,986.93	$1,797.42	$1,527.25	$1,300.16	$1,394.94	$722.35	$522.91	$479.41	$642.86	$658.22	$1,450.96
940.44	-	144.00	145.35	56.35	146.00	146.00	146.00	55.74	16.00	30.00	30.00	25.00
439.42	-	21.92	52.01	124.05	16.60	36.84	18.27	5.39	19.78	50.46	17.40	76.70
1,781.23	92.17	91.23	220.52	250.86	99.51	99.71	44.67	1.49	4.97	178.17	21.07	676.86
$ 3,161.09	$ 92.17	$ 257.15	$ 417.88	$ 431.26	$ 262.11	$ 282.55	$208.94	$ 62.62	$ 40.75	$258.63	$ 68.47	$ 778.56
$17,794.08	$2,241.75	$2,244.08	$2,215.30	$1,958.51	$1,562.27	$1,677.49	$931.29	$585.53	$520.16	$901.49	$726.69	$2,229.52

RECEIVED
FOR FILING

2-11-[illegible]

[illegible]

February 4, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3439-A for work performed on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County was completed by the contractor, K. F. Jacobsen & Co.,Inc. and J. M. Arens, on August 26, 1952 and was formally accepted by the Highway Commission on January 21,1953.

Final payment in the amount of $5,055.37 will be released to the contractor on or after February 14, 1953. The total contract amount is $168,279.37, of which amount $2,512.21 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-11-53

RECEIVED
JAN 29 1953
FOR FILING

1-11(4)

January 29, 1953

K. F. Jacobsen & Co.,Inc. and
J. M. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 21, 1953, had under discussion your request for an extension of time of 26 days, from July 31 to August 26, 1952, within which to complete your contract No. 3439-A, for grading and surfacing on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

Vincent E. Graue,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

1-29-53

RECEIVED
JAN 16 1953
FOR FILING

S-29(4)

3439

January 12, 1953

Oregon State Highway Commission

Request for extension of time
No. 1
January 21 and 22 meeting

Gentlemen:

Herewith is a request from K. F. Jacobsen & Company, Inc. and J. W. Arens for an extension of time on Contract No. 3439-A, Drake Creek-Adel Section of the Warner Secondary Highway, from July 31, 1952 to August 26, 1952.

This project was originally awarded to Spada Brothers under Contract No. 3439. Spada Brothers defaulted on this contract and negotiations were made between the Highway Commission and the Great American Indemnity Company, Bonding Company for Spada Brothers, to award the contract to Jacobsen & Arens for completion. The supplemental contract was awarded on October 10, 1951 and all grading was completed in 1951. However, due to heavy snows in the Warner Valley area, it was impossible to complete the surfacing and oiling until late July and early August of 1952.

The contractors handled this job in excellent shape, and I would recommend that the extension be granted without penalty. Mr. G. O. Folk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Enclosure
cc Mr. H. G. Smith

bl

RECEIVED
JAN 12 1953
FOR FILING

5-241(4)

3429

January 9, 1953

Inter-City Sand & Gravel Co., Inc.
3698 Highway 99 South
Eugene, Oregon

Attention: Mr. Fred R. Cheatham

Gentlemen:

Reference is made to your letter of December 26, to Division Engineer Chandler regarding the rock not used on the Drake Creek-Adel Section of the Warner Valley Secondary Highway.

Our records show the following rock on hand:

2,213 cu. yds. - 3½" - 1½"
699 cu. yds. (varying amounts) 1½" - 0",
1½" - 3/4" and ¼" - No. 10

Permission is hereby given for you to sell the 2,213 cu. yds. of 3½" - 1½" to the Warner Valley Stock Company, for which you must remit us the customary royalty of $0.03 per cubic yard or $66.39. We wish to retain the smaller sizes and will allow you the contract price of $2.10 per cubic yard for the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Glens Falls Indemnity Co.
W. C. Williams
H. C. Smith
W. R. Chandler

Mr. Baldock:

The Inter-City Sand & Gravel Co. were subcontractors under Spada Bros. for the surfacing on the Drake Creek-Adel Section. Spada Bros. defaulted and the contract is being finished by the Glen Falls Indemnity.

The contractors overcrushed the amounts of rock shown. We have no use for the 3½" - 1¼" and are willing to permit them to sell it to the Warner Valley Stock Company. Chandler does need the smaller sizes, in the amount of 699 cu. yd., for maintenance material and we are offering them the contract price for material in stockpile.

H. G. Smith

FORM E-30X 25M 6-51 50116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
January 2, 1953

SUBJECT:

RECEIVED
JAN 5 1953
OFFICE OF
CONSTRUCTION ENGINEER

To:

Mr. H. G. Smith
Construction Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed find a copy of a letter from the Inter-City Sand and Gravel Company relative to excess crushed rock left on the Drakes Creek-Adel contract. When this job was finished, the Inter-City Sand and Gravel people asked $1.50 a yard for all of the crushed material left on hand. We thought the $1.50 was too much and tried to make an agreement for $1.00 a yard, but Mr. Moe of the Inter-City Sand and Gravel Company refused to sign.

We then decided that the 3½" - 1¼" size was of no use to us, and offered Mr. Moe the full contract price for stockpile crushed rock for all of the material except the 3½" - 1¼". Mr. Moe refused to sign this price agreement unless the 3½" - 1¼" was included.

As it stands now, no payment has been made for any of the crushed rock left on hand. Mr. Moe's letter mentions 2,912 yards of 3½" - 1¼" crushed rock. This is in error, as the 2,912 yards includes all of the sizes with only 2,213 yards being 3½" - 1¼".

I suggest that we again offer to make a settlement with Mr. Moe on the contract price of $2.10 for the 1¼" - 0, 1¼" - 3/4", and ¼" - 10 mesh, and allow him to sell the 3½" - 1¼" to the Warner Valley Stock Company as mentioned in his letter.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:md
Enc.
cc: Mr. V. F. Graue

C
O
P
Y

INTER-CITY SAND & GRAVEL CO.
Incorporated

EUGENE AND SPRINGFIELD-OREGON
3698 Highway 99 South - Eugene, Oregon
Phone 4-5259

December 26, 1952

Mr. W. F. Chandler, Division Engineer
Oregon State Highway Commission
1290 Wall Street
Bend, Oregon

Dear Mr. Chandler:

At the completion of our subcontract on the Drakes Creek - Adel Section of the Warner Valley Secondary Highway there were 291½ yards of 3¼" to 1¼" crushed rock remaining unused in our crushed stockpiles. Mr. V. F. Graue, your Resident Engineer in Lakeview, has declined to purchase this rock for the state.

We have now made arrangements to sell this rock to the Warner Valley Stock Company and, in accordance with your instructions as given to us over the telephone on December 24, request your approval for said sale.

Sincerely,

Inter-City Sand and Gravel Co., Inc

/s/ Fred [illegible]. Cheatham

Fred [illegible]. Cheatham
Office Manager

cc - Warner Valley Stock Co

C
O
P
Y

INTER-CITY SAND & GRAVEL CO.
Incorporated

EUGENE AND SPRINGFIELD-OREGON
3698 Highway 99 South - Eugene, Oregon
Phone 4-5259

December 26, 1952

Mr. W. E. Chandler, Division Engineer
Oregon State Highway Commission
1290 Wall Street
Bend, Oregon

Dear Mr. Chandler:

At the completion of our subcontract on the Drakes Creek - Adel Section of the Warner Valley Secondary Highway there were 2912 yards of 3½" to 1¼" crushed rock remaining unused in our crushed stockpiles. Mr. V. E. Graue, your Resident Engineer in Lakeview, has declined to purchase this rock for the state.

We have now made arrangements to sell this rock to the Warner Valley Stock Company and, in accordance with your instructions as given to us over the telephone on December 24, request your approval for said sale.

Sincerely,

Inter-City Sand and Gravel Co., Inc

/s/ Fred R. Cheatham

Fred R. Cheatham
Office Manager

cc - Warner Valley Stock Co

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DEC 31 1952
FOR FILING

S-2-116

December 29, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3439-A, Drake Creek-Adel Section of the Warner Secondary Highway, Ore. S-241 (4), from July 31, 1952 to August 26, 1952, to K. F. Jacobsen & Co., Inc. & J. M. Arena, Contractors.

This project was originally contracted to Spada Brothers under Contract No. 3439. Spada Brothers defaulted on this contract, and negotiations were made between the Highway Commission and the Great American Indemnity Company, Bonding Company for Spada Brothers, to award the contract to Jacobsen & Arena for completion. This contract was awarded on October 10, 1951, and all grading was completed during 1951. However, due to heavy snows in the Warner Valley area it was impossible to complete the surfacing and oiling until late July and early August of 1952.

These contractors handled the job in excellent shape, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh

cc H. G. Smith

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DEC 8 1952
FOR FILING
5-211(4)

3439

R

December 5, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K. F. Jacobsen & Co.,Inc. and J. H. Arens in connection with contract No. 3439-A, covering the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

This payment, in the amount of $2,314.81, will be released to the contractor on or after December 15, 1952. The retained percentage is $5,048.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

(a copy of this letter was sent to John M. Coke,Attorney)

NOTED ON C[illegible]

12-5 '52

ENT

INTER-CITY SAND & GRAVEL CO., INC.
3698 HIGHWAY 99 SOUTH
EUGENE, OREGON
PHONE 4-5259

Glen Falls Indemnity Company
and Jacobsen and Arenz, Contractors

KOKE-CHAPMAN CO., EUGENE, ORE. 10539

CHARGES	CREDITS	BALANCE

All Sprinkling done on Contract
# 3439 between the dates of
May 5, 1952 and July 8, 1952
inclusive. At the agreed price of $2.50 Per M gal.

NET: NO DISCOUNT

STATEMENT

INTER-CITY SAND & GRAVEL CO., INC.
3698 HIGHWAY 99 SOUTH
EUGENE, OREGON
PHONE 4-5259

Glen Falls Indemnity Company
and Spada Bros., Contractors

KOKE-CHAPMAN CO., EUGENE, ORE. 10838

	CHARGES	CREDITS	BALANCE
10% retained on the amount of $9,450.00 on work performed under O.S.H.C. contract # 3439			$945.00

NET: NO DISCOUNT

RECEIVED
NOV [illegible] 1952
FOR FILING
3439

Mrs Lewis

October 23, 1952

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

This letter is simply to inform you that the State Highway Commission has received notice of claim of the Inter-City Sand & Gravel Co., Inc., Eugene, Oregon, against Spada Brothers' contract No. 3439 with the State Highway Commission for construction of the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County. The total amount of the claim is $4,962.15, representing rental work performed under the direction of Spada Brothers prior to their default ($2,861.70), and certain force account work performed ($2,100.45).

This information is given you inasmuch as the Glens Falls Indemnity Company appears as surety on the bond furnished by Spada Brothers in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Amerata & Schram
440 Mead Building
Portland 4, Ore.

Mr. John M. Coke
1012 Yeon Building
Portland 4, Oregon

F. Query

NOTED ON CARD

October 22, 1952

Inter-City Sand & Gravel Co., Inc.
3698 Highway 99 South
Eugene, Oregon

Attention: Kay Moe
Secretary

Gentlemen:

This acknowledges your letter of October 17, 1952 advising of your claim for work performed in connection with Spada Brothers' Contract No. 3439 with the State Highway Commission for construction of the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

A review of the detailed material furnished indicates that your claim against Spada Brothers direct is in the amount of $2,861.70, and that your claim for force account work performed amounts to an additional $2,100.45, or a total of $4,962.15. Your claim will be given due consideration in the finaling of this project.

Pursuant to the customary practice, notice of claim is being given to the surety on the bond furnished by Spada Brothers in connection with this work so they will have the information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

[illegible] ON CARD

INTER-CITY SAND & GRAVEL CO.
INCORPORATED
EUGENE AND SPRINGFIELD · OREGON
3698 HIGHWAY 99 SOUTH — EUGENE, OREGON
PHONE 4-5259

October 17, 1952

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We enclose copies of our statements covering work performed on the Drake Creek - Adel Section of the Warner Secondary, as follows:

Rendered to the Glens Falls Indemnity co. for:

1. Rental work performed under the direction of Spada Bros. prior to their default.
2. Retained percentage on our subcontracted items as of the date of Spada Bros. default.
3. Sprinkling (not subcontracted under original agreement) May 5,'52 thru July 8,'52 under Jacobsen and Arenz.

Rendered to your Division offices in Bend and subsequently forwarded through Salem to the Glens Falls Indemnity Co. for:

Force account work done under the direction of Mr. Dean Swift.

Repeated requests for acknowledgement and/or payment made of the Glens Falls Indemnity Co. have not been responded to, thus we forward the claims to you for appropriate action.

Very truly yours,

4 encls as noted

Inter-City Sand and Gravel Co.,Inc.
Kay Moe, Secretary
Kay Moe

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
OCT 20 1952
OREGON
STATE HIGHWAY COMMISSION

LETTER TO Surety
DATE 10/23

R

COPY

October 17, 1951

Glen Falls Indemnity Co.,
C/o Mr. Coke, Attorney at Law,
Yeon Building,
Portland, Oregon.

Gentlemen:

Find inclosed itemized statement of rental work done by us for Spada Bros. prior to their termination of operations on the Drake Creek—Adel Section of the Warner Valley Secondary Highway in Lake County, Oregon.

This is not a total of all work done by us, but a total of work done at Spadas direction that has not been paid for to date.

Your immediate attention to this matter will be greatly appreciated.

Yours very truly,
INTER-CITY SAND & GRAVEL CO., INC.

KM/s

By____________________________

October 15, 1951

SPADA BROS.

[illegible]. June 5	K7——— 5 yd. truck		3 hrs.	
	Culwell——— 5 yd. truck		3 "	
	Elliott——— 5 yd. truck		3 "	
			9 "	@ 6.25—56.25
Tues. June 12	K7		3½ Hr.	
	Culwell		3½ "	
	Elliott		3½ "	
			10½ "	@ 6.25 $65.63
June 30	Compressor		9½	
July 2	315 Compressor and attachments		9½ hr.	
3	(fully operated)		9½ "	
5		15½ hr. O.T.	9½ "	
			9 "	
			9 "	
			46½ "	
July 9	compressor etc.		9 hr.	
10			9 "	
11			9 "	
12			9 "	
13			9 "	
14		13 hr O.T.	8 "	
			53 "	
July 11	Welding by Sonney		1 hr.	
July 16	Compressor etc.		9 hr.	
17			9 "	
18			9 "	
19			9 "	
20			9 "	
21		13 hr. O. T.	8 "	
			53 hr.	
July 23	Compressor etc.		9 hr.	
24			9 "	
25			9 "	
26			9½ "	
27			9½ "	
28		15½ hr. O. T.	9½ "	
			55½ "	
July 30	Compressor etc.		9½ "	
31			9½ "	
Aug. 1			9½ "	
2			9½ "	
3			9½ "	
4			9½ "	
			57 "	
Aug. 6	Compressor etc.		9½ hr.	
7			8½ "	
8			9½ "	
9			7½ "	
10			7½ "	
11		12½ hrs. O. T.	9½	
			52 "	

Compressor	326½ hrs.	@ $8.00	————————	$2612.00
Welding	1 "	@ 4.00	————————	4.00
Overtime	97½ "	@ 1.27	————————	123.82
				$2861.70

May 19, 1952

Oregon State Highway Department,
Attention: Mr. Dean Swift,
Ass't Division Engineer,
Bend, Oregon.

Force Account Work Done on Drake Creek- Adel Section of Warner Valley Secondary Highway
Aug. 17 thru Sept.8, 1951, Inclusive, per Attached Sheets.

		Admin.	Labor	Equip.	Total
Totals, as Detailed		14.50	415.42	1501.07	1930.99
Allowances, per Sect 8-5					
Labor 15%			62.31		62.31
SIAC, Contributed by Employer					
Road Constr: 312.17 @ 3.80 Less 50%			5.93		5.93
Quarrying: 103.25 @ 10.00 Less 50%			5.16		5.16
Plus 15% Allowance			1.66		1.66
Fed. Old Age Contrib.	1.50				
Fed Unempl. "	.30				
State " "	2.10				
	3.90 per 100.00		16.20		16.20
Plus 15% Allowance			2.43		2.43
Material & Supplies 5%		.72			.72
Equipment Rental 5%				75.05	75.05
		15.22	509.11	1576.12	2100.45

COPY

Force Account Work Drake Creek- Adel Section Warner Valley Secondary

Date 1951	Description			Hours	Rate
Aug.17	Haul & Spread Screen Reject Bunker to Road	5 Yd. Tk	Culwell	4	5.00
Aug.20	" " " " " " "	"	Culwell	2	5.00
	Phone Call from ISCAG Co Foreman Lakeview -				
Aug.21	Shoot Holes left by Spada Bros	Powderman	Shirey	3½	2.25
	" " " " " "	" Helper	Damman	3½	1.75
	Clearing Rock From Grade Spada Bros.D-8 Dozer		Damman	2	1.75
	Haul & Spread Screen Reject Bunkers to Road	5 yd trk	Culwell	2	5.00
	Water Truck Eugene to Lakeview	1500 Gal	Campbell	8/2	5.60/8.
	Repair Work- Spada Bros Blade		T. Reese	8/2	2.30/3.
	" " " " "		Damman	2½/2½	1.75/2.
	Phone Call to Dean Swift Bend				
	" " " Mr. Dykeman Lakeview				
	" " " Mr. Bowman "				
	" " " ICS&G CO Foreman "				
Aug 22	Foreman		T. Reese	8/2	2.30/3.
	Blade		Lake Co.	8/1½	8.50
	Water Truck		Campbell	8/1	5.60/.8
	Haul & Spread Screen Reject Bunker to Road	5 yd trk	Culwell	2	5.00
	Repair Work Spada Bros Blade & D8 Dozer		Damman	8/2	175/2.6
	Centrifugal Pump with Hose & Fittings	3" Pump		9	.50
	Phone Call to Portland Spada's Surety				
	" " " " " " Attorney				
Aug.23	Foreman		T. Reese	8/2	2.30/3.
	Blade		Lake Co.	8/3/4	8.50
	Water Truck		Culwell	6	5.60
	Move and Reset Water Pump		Hughes	2½	1.75
	" " " " "	½T Pickup	"	2½	1.10
	Water Truck		Campbell	8/1½	5.60/.8
	Load Screen Reject from Stockpile	1½yd Shovel	Stork	5½	12.50
	Oiler on 1½ yd Shovel		Sonney	5½	1.90
	Haul & Spread Screen Reject	5yd Trk	Elliott	5½	5.00
	" " " "	4yd Trk	Todd	5½	4.50
	" " " "	6yd Trk	Culwell	1	6.00
	Labor		Hughes	4	1.75
	Labor and Repairs to Spada D8 & Blade		Damman	8/2½	1.75/2.
	Centrifucal Pump with Hose & Fittings	3" Pump		15½	.50
Aug. 24	Foreman		T. Reese	8/2	2.30/3.
	Clearing Rock from Grade Spada Bros D8		Damman	2	1.75
	Blade		Lake Co.	8/ 3/4	8.50
	Water Truck		Campbell	8/4	5.60/.8
	Load Screen Reject from Stockpile (1½ yd Shovel)		Stork	8/2	12.50
	Oiler on Shovel (1½yd)		Sonney	8/2	1.90/2.
	Haul & Spread Screen Reject	5yd Trk	Elliott	8/2	5.00
	" " " "	4yd Trk	Todd	8/2	4.50
	Labor		Hughes	8/1	1.75/2.

Force Account Work Drake Creek- Adel Section Warner Valley Secondary To open up Road After Spada Bros Collapsed

195

Description			Hours	Rate	Charges Admin.	Charges Labor	Charges Equip.	Total to Date
Haul & Spread Screen Reject Bunker to Road	5 Yd. Trk	Culwell	4	5.00			20.00	20.00
" " " " " " "	"	Culwell	2	5.00			10.00	
Phone Call from ISCAG Co Foreman Lakeview - Reese					1.31			11.31
Shoot Holes left by Spada Bros	Powderman	Shirey	3½	2.25		7.88		
" " " " " "	" Helper	Damman	3½	1.75		6.12		
Clearing Rock From Grade Spada Bros.D-8 Dozer		Damman	2	1.75		3.50		
Haul & Spread Screen Reject Bunkers to Road	5 yd trk	Culwell	2	5.00			10.00	
Water Truck Eugene to Lakeview	1500 Gal	Campbell	8/2	5.60/8.25		1.65	56.00	
Repair Work- Spada Bros Blade		T. Reese	8/2	2.30/3.45		25.30		
" " " " "		Damman	2½/2½	1.75/2.625		10.94		
Phone Call to Dean Swift Bend					2.00			
" " " Mr. Dykeman Lakeview					1.50			
" " " Mr. Bowman "					2.00			
" " " ICSAG CO Foreman "					2.50			129.39
Foreman		T. Reese	8/2	2.30/3.45		25.30		
Blade		Lake Co.	8/1½	8.50			78.62	
Water Truck		Campbell	8/1	5.60/.825		.82	50.40	
Haul & Spread Screen Reject Bunker to Road	5 yd trk	Culwell	2	5.00			10.00	
Repair Work Spada Bros Blade & D8 Dozer		Damman	8/2	175/2.625		19.25		
Centrifugal Pump with Hose & Fittings	3" Pump		9	.50			4.50	
Phone Call to Portland Spada's Surety					1.31			
" " " " " " Attorney					3.80			194.08
Foreman		T. Reese	8/2	2.30/3.45		25.30		
Blade		Lake Co.	8/3/4	8.50			74.38	
Water Truck		Culwell	6	5.60			33.60	
Move and Reset Water Pump		Hughes	2½	1.75		4.38		
" " " " "	½T Pickup	"	2½	1.10			2.75	
Water Truck		Campbell	8/1½	5.60/.825		1.24	55.20	
Load Screen Reject from Stockpile	1¼yd Shovel	Stork	5½	12.50			68.75	
Oiler on 1¼ yd Shovel		Sonney	5½	1.90		10.45		
Haul & Spread Screen Reject	5yd Trk	Elliott	5½	5.00			27.50	
" " " "	4yd Trk	Todd	5½	4.50			24.75	
" " " "	5yd Trk	Culwell	1	6.00			6.00	
Labor		Hughes	4	1.75		7.00		
Labor and Repairs to Spada D8 & Blade		Damman	8/2½	1.75/2.625		20.56		
Centrifugal Pump with Hose & Fittings	3" Pump		15½	.50			7.75	367.61
Foreman		T. Reese	8/2	2.30/3.45		25.30		
Clearing Rock from Grade Spada Bros D8		Damman	2	1.75		3.50		
Blade		Lake Co.	8/ 3/4	8.50			74.37	
Water Truck		Campbell	8/4	5.60/.825		3.30	67.20	
Load Screen Reject from Stockpile (1¼ yd Shovel)		Stork	8/2	12.50			125.00	
Oiler on Shovel (1¼yd)		Sonney	8/2	1.90/2.85		20.90		
Haul & Spread Screen Reject	5yd Trk	Elliott	8/2	5.00			50.00	
" " " "	4yd Trk	Todd	8/2	4.50			45.00	
Labor		Hughes	8/1	1.75/2.625		16.63		

1951	Description			Hours	Rate	Admin	Labor	Equip.
Aug. 24 Continued	Labor		Damman	3	1.75		5.25	
	Centrifugal Pump with Hose & Fittings	3" Pump		12	.50			6.00
Aug. 25	Foreman		Reese	10	3.45		34.50	
	Blade		Lake Co.	4	8.50			34.00
	Water Truck	1500 Gal	Campbell	8/5¾			4.74	75.60
	Load Screen Reject from Stockpile	1¼ Yd Shovel	Stork	5	12.50			62.50
	Oiler on 1¼ Yd Shovel		Conney	5	2.85		14.25	
	Haul 7 Spread Screen Reject	5 Yd Trk	Elliott	5	5.00			25.00
	Labor		Hughes	5	2.625		13.12	
	Centrifugal Pump with Hose & Fittings	3" Pump		13½	.50			6.75
Aug. 27	Water Truck	1500 Gal	Campbell	8/2	5.60/ .825		1.65	56.00
	Move & Reset Water Pump		Hughes	2	1.75		3.50	
	" " " "	½T. Pkup	"	2	1.10			2.20
	Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00
	Port. Air Compressor with Pipe, Hose & Fittings	315 CFM		7½	4.65			34.88
	Jackhammer	65 #		7½	.45			3.37
	Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25		16.88	
	" " " "	Ham. Man	Fisher	7½	1.90		14.25	
Aug. 28	Water Truck	1500 Gal.	Campbell	8/2½	5.60/ .825		2.06	58.80
	Move & Reset Water Pump		Hughes	1½	1.75		2.62	
	" " " "	½T Pk.up		1½	1.10			1.65
	Centrifugel Pump with Hose & Fittings	3" Pump		10½	.50			5.25
	Air Compr. Port. with Hose & Fittings	315 CFM		7½	4.65			34.87
	Jackhammer	65#		7½	.45			3.38
	Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25		16.87	
	" " " "	Ham. Man	Fisher	7½	1.90		14.25	
Aug 29	Water Truck	1500 Gal.	Campbell	8/3	5.60/ .825		2.47	61.60
	Centrifugel Pump with Hose & Fittings	3" Pump		11	.50			5.50
Aug 30	Water Truck	1500 Gal.	Campbell	8/2	5.60/ .825		1.65	56.00
	Centrifugel Pump with Hose & Fittings	3" Pump		10	.50			5.00
Aug 31	Water Truck	1500 Gal	Campbell	8/1½	5.60/ .825		1.24	53.20
	Centrifugel Pump with Hose & Fittings	3" Pump		9½	.50			4.75
Sept. 8	Shooting Boulde s in Creek	Pwd. Man	Shirey	8	3.375		27.00	
						14.50	415.42	1501.07

Description			Hours	Rate	Admin	Labor	Equip.	Total fo Date
or		Damman	3	1.75		5.25		
rifugal Pump with Hose & Fittings	3" Pump		12	.50			6.00	142.45
man		Reese	10	3.45		34.50		
e		Lake Co.	4	8.50			34.00	
r Truck	1500 Gal	Campbell	8/5½			[illegible]	75.60	
Screen Reject from Stockpile	1¼ Yd Shovel	Stork	5	12.50			62.50	
er on 1¼ Yd Shovel		Sonney	5	2.85		14.25		
7 Spread Screen Reject	5 Yd Trk	Elliott	5	5.00			25.00	
or		Hughes	5	2.625		13.12		
rifugal Pump with Hose & Fittings	3" Pump		13½	.50			6.75	270.26
r Truck	1500 Gal	Campbell	8/2	5.60/ .825		1.65	56.00	
& Reset Water Pump		Hughes	2	1.75		3.50		
" " "	T.Pkup	"	2	1.10			2.20	
rifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00	
. Air Compressor with Pipe, Hose & Fittings	315 CFM		7½	4.65			34.88	
hammer	65 #		7½	.45			3.37	
lling Boulders in Creek	Pwd. Man	Shirey	7½	2.25		16.89		
" " "	Ham. Man	Fisher	7½	1.90		14.25		137.73
r Truck	1500 Gal.	Campbell	8/2½	5.60/ .825		2.06	58.80	
& Reset Water Pump		Hughes	1½	1.75		2.62		
" " "	T Pk.up		1½	1.10			1.65	
rifugal Pump with Hose & Fittings	3" Pump		10½	.50			5.25	
Compr. Port. with Hose & Fittings	315 CFM		7½	4.65			34.87	
hammer	65#		7½	.45			3.38	
lling Boulde-s in Creek	Pwd. Man	Shirey	7½	2.25		16.87		
" " "	Ham. Man	Fisher	7½	1.90		14.25		139.75
r Truck	1500 Gal.	Campbell	8/3	5.60/ .825		2.47	61.60	
rifugal Pump with Hose & Fittings	3" Pump		11	.50			5.50	69.57
r Truck	1500 Gal.	Campbell	8/2	5.60/ .825		1.65	56.00	
rifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00	62.65
r Truck	1500 Gal	Campbell	8/1½	5.60/ .825		1.24	53.20	
rifugal Pump with Hose & Fittings	3" Pump		9½	.50			4.75	59.19
ting Boulde s in Creek	Pwd. Man	Shirey	8	3.375		27.00		27.00
					14.50	415.42	1501.07	1930.99

RECEIVED
OCT 1 [illegible] 1952
FOR FILING

Mr. Lewis

3439

October 13, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from the West Coast Telephone Company, Everett, Washington, dated October 7, in which they write as follows:

> This will acknowledge receipt of full payment in the amount of $183.57 for our claim arising from Spada Brothers, doing construction work for the State of Oregon under Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon. . . .

We pass this information on inasmuch as your Company appears as surety on the performance bond furnished with State Highway Contract No. 3439.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Amerata & Schram
440 Mead Building
Portland 4, Oregon
Mr. John M. Coke
1012 Yeon Building
Portland 4, Oregon
Spada Bros.
8507 N. E. Columbia Blvd.
Portland 20, Oregon

RECEIVED
OCT [illegible] 1952
FOR FILING

[illegible]

[illegible]

October 13, 1952

West Coast Telephone Company
P. O. Box 1003
Everett, Washington

Attention: Mr. J. R. Hayes
Revenue Accountant

Gentlemen:

This is to acknowledge receipt of your letter of October 7th advising that you had received full payment in the amount of $183.57 for your claim against Spada Brothers incurred on State Highway Contract No. 3439 on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

This information will be passed on to the surety on this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

WEST COAST TELEPHONE COMPANY
GENERAL OFFICES · EVERETT, WASHINGTON

October 7, 1952

Secretary of the Oregon
State Highway Commission
Salem, Oregon

Dear Sir:

This will acknowledge receipt of full payment in the amount of $183.57 for our claim arising from Spada Brothers, doing construction work for the State of Oregon under Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

This information was furnished at the request of John S. Coke and John M. Coke, Attorneys at Law, 1012-1015 Yeon Building, Portland, Oregon.

Yours very truly,

WEST COAST TELEPHONE COMPANY

J R Hayes
J. R. Hayes
Revenue Accountant

JRH:bm

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

[illegible]
record in [illegible]

RECEIVED
FOR FILING

9-22-11-[illegible]
3429

Oct. 10, 1952

West Coast Telephone Company
P. O. Box 1003
Everett, Washington

BY SECRETARY

Attention: J. [illegible] Hayes
Revenue Accountant

Gentlemen:

We have your letter of October 7th, acknowledging receipt of full payment in the amount of $183.57 for your claim arising from [illegible] Brothers doing construction work for the State of Oregon under contract No. 3429 known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

Our records do not show that a notice of claim in connection with the above account was received and filed in this office. Therefore, we are forwarding your letter to the State Highway Commission for their records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By

Clerk
Filing Dept.

[illegible]

cc: State Highway Commission

RECEIVED
OCT 13 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
T. [illegible]

WEST COAST TELEPHONE COMPANY
GENERAL OFFICES · EVERETT, WASHINGTON

October 7, 1952

Oregon Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge receipt of full payment in the amount of $183.57 for our claim arising from Spada Brothers doing construction work for the State of Oregon under contract No. 3439 known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

This information was furnished at the request of John S. Coke and John M. Coke, Attorneys at Law, 1012-1015 Yeon Building, Portland, Oregon.

Yours very truly,

WEST COAST TELEPHONE COMPANY

J Hayes
J. R. Hayes
Revenue Accountant

JRH:bm

SECRETARY OF STATE
RECEIVED
OCT 10 1952
EARL T. NEWBRY

RECEIVED
FOR FILING
[illegible]

Baldock

WEST COAST TELEPHONE COMPANY
General Offices - Everett, Washington

October 7, 1952

Secretary of the Oregon
State Highway Commission
Salem, Oregon

Dear Sir:

This will acknowledge receipt of full payment in the amount of $183.57 for our claim arising from Spada Brothers, doing construction work for the State of Oregon under Contract No. 3439, known as the Drake Creek-Adel Section, Warner Secondary Highway in Lake County, Oregon.

This information was furnished at the request of John S. Coke and John M. Coke, Attorneys at Law, 1012-1015 Yeon Building, Portland, Oregon.

Yours very truly,

WEST COAST TELEPHONE COMPANY

/s/ J. R. Hayes
Revenue Accountant

HRH:bm

NOTED
State Highway Engineer

RECEIVED
SEP 23 1952
FOR FILING

September 19, 1952

Inter City Sand & Gravel Company
Eugene, Oregon

Gentlemen:

Reference is made to the telephone call of Mrs. Moe relative to payment for force account work performed by the Inter City Sand & Gravel Company on the Drake Creek-Adel Section. For your information, I attach hereto a copy of a letter addressed to H. G. Smith by Dean Swift, Assistant Division Engineer, and a copy of my letter to John M. Coke of the Glens Falls Indemnity Company, submitting your bill in the amount of $2,100.45.

You will please note that we requested the Bonding Company to handle the matter direct with you. We have had no reply from the Bonding Company and, of course, assumed that the matter had been satisfactorily taken care of.

I suggest you take this matter up with the Bonding Company direct.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.
cc Mr. H. G. Smith

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[illegible] 1952
FOR FILING

September 16, 1952

Mr. John M. Coke
Attorney-in-Fact
Glens Falls Indemnity Company
1012 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

As requested when you were in my office yesterday, I enclose for your information a copy of my letter of September 11, 1952 directed to the Great American Indemnity Company advising that it is the intention of the State Highway Commission to release to K. F. Jacobsen and Company, Inc. and J. M. Arenz on September 22, 1952 a portion of the amount still owing them in connection with the Drake Creek-Adel Project in Lake County amounting to $42,616.77.

We have determined in consulting the records of our Accounting Division that this payment in no way concerns monies still owing to Spada Bros, the original contractor for this improvement. We have also determined that there is still owing by the State Highway Commission to Spada Bros. the sum of $18,507.50, represented by an estimate voucher in the amount of $7,547.27 and a retained percentage of $10,956.50. This payment will be held pending satisfactory conclusion of this project.

As also requested by you, I enclose an up-to-date list of the claims that have been filed against Spada Bros.' contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encls.

To McKenzie
c/o Tenden Eng Co
The Dalles
Box 397

Std. Specs.

11 557.50 [illegible]
3547.[illegible] [illegible]
10[illegible]6.[illegible] [illegible]

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3439, SPADA BROS.

8-31-51	Collins Concrete & Steel Pipe Co.	Materials	$18,333.54
9-6-51	J. R. Decker	Use of Power Shovel	198.00
9-4-51	Wayne E. Elliott (Sec.of State 4-7-52)	Labor & Truck hauling	213.12
9-5-51	Dean Elliott (Sec.of State 4-17-52)	Dump Truck rental	263.74
9-22-51	Cascade Equipment Co. (Sec.of State 1-7-52)	Equipment rental	5,926.50
9-25-51	Gordon Smith Motors,Inc.	Repairs	35.89
10-1-51	Klamath Powder & Equipment Co.	Materials & Rental	271.38
10-12-51	Shell Oil Co.	Products	6,669.40
10-12-51	O.K. Rubber Welders		62.50
10-12-51	State Industrial Accident Com.	Unpaid Contributions	1,379.71
10-15-51	Gordon Smith Motors,Inc.	Equipment repairs	35.89
11-9-51	Columbia Equipment Co.	Repair parts	202.48
12-3-51	Howard Cooper Corp.	Equip. rent & Materials	14,213.68
12-11-51	Industrial Air Products Co.	Products & Loss of 5 Cylinders	246.92
2-20-52	West Coast Telephone Co.		183.57
3-24-52	State Unemployment Compensation Com.	Contributions & Int. due	996.32
6-20-52	Lakeview Building Material Co.	Materials	13.35
7-25-52	Messrs. Cleland & O'Keefe (Theodore E.Conn,Attorney)	Damage to Flume	2,500.00
8-11-52	Oregon State Game Com.	Damage to Fish Screen (no amt.specified)	———
		App. Total Amount →	51,745.99

RECEIVED
FOR FILING

Great American Indemnity Company
New York

WELLS-REED INSURANCE • General Agents
412 FAILING BUILDING · ATWATER 7305 · PORTLAND 4, OREGON

5-216

September 12, 1952

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We wish to thank you for your letter of September 11 advising of your intent to release a portion of the retained percentage to K. F. Jacobsen & Co., Inc. under Contract No. 3439-A covering the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

Very truly yours,
GREAT AMERICAN INDEMNITY COMPANY
By Fred C. Reed

FCR:dw

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[illegible] 1952
FOR FILING

September 11, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to K. F. Jacobsen & Co.,Inc. a portion of the funds heretofore retained by the Commission on contract No. 3439-A, covering the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

This payment, in the amount of $42,616.77, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,976.57. The present payment will be released on or after September 22, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 3 1952
FOR FILING

August 29, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 26, 1952 on Contract No. 3439-A, Drake Creek-Adel Section, in connection with Federal Aid Project No. S-241 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
SEP [illegible] 1952
FOR FILING

Cross Referenced To:
Adel
[illegible]
[illegible]

August 29, 1952

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland 8, Oregon

Dear Mr. Schneider:

In answer to your letter concerning the damage to the revolving fish screen on Deep Creek located in the vicinity of the Drake Creek-Adel Section of the Warner Secondary Highway, this contract has been completed and there will be, of course, no further damage to your facilities.

We wish to assist you in recovering damages but that may be difficult because of the defaulting of the original contract. This contract was originally let to Spada Brothers, under bond to the Glen Falls Indemnity Company, who subcontracted the surfacing to the Inter City Sand & Gravel Company. Our reports indicate that in widening the highway Spada Brothers allowed dirt to roll down, blocking the screen. We thought we corrected this by building a retaining wall along the edge of the fill.

The Inter City Sand & Gravel Company had a crushing plant in the vicinity, but we are uncertain how they were involved in the damage to the screen. At any rate, the original contract was with Spada Brothers, who defaulted on the job, and since their default the matter has been handled by John M. Coke, Attorney for the Glen Falls Indemnity Company, 1012 Yeon Building, Portland, Oregon. We suggest you place your claim with Mr. Coke.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS hi
cc Mr. H. G. Smith
Mr. Wm. E. Chandler

NOTED ON CARD

ASSIGNMENT

No. 3618

te: **August 18, 1952**

By [illegible]

Description: **Letter from State Game Commission regarding damage to revolving fish screen on Deep Creek in south Warner Valley of Lake County**

Acknowledged by _____ Referred to **Smith**

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxx Return with rough draft of reply
Please prepare for W. C. WILLIAMS signature

Assignment executed 8-22-52 Report received ________

me

Remarks:

OREGON STATE GAME COMMISSION

DELBERT GILDERSLEEVE, CHAIRMAN, BAKER
J. H. VAN WINKLE, OREGON CITY
DONALD MITCHELL, TAFT
ELMER H. BALSIGER, KLAMATH FALLS
KENNETH G. DENMAN, MEDFORD

1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8, OREGON

TELEPHONE BROADWAY 6581
ADDRESS ALL COMMUNICATIONS TO
STATE GAME COMMISSION
P. W. SCHNEIDER
DIRECTOR

August 11, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This department maintains a revolving fish screen on Deep Creek located in south Warner Valley of Lake county. During the course of road construction under contract to Intercity Sand and Gravel Company of Eugene, considerable damage has been incurred to this structure as a result of the operations of this company.

From time to time it has been requested of the Intercity Sand and Gravel people engaged in this work to exercise precautions, particularly with respect to blasting of rock, in order to avoid damage to the screen. It appears to us that no precautions have been exercised by them and as a result damage has occurred requiring this department to make substantial repairs to the facility.

It is our understanding that this work is being done through a contract let by the Highway Commission and any assistance you may be able to render in helping us to avoid further damage to this facility by this contractor will be sincerely appreciated. In the meantime, I wish to advise for your information, we intend to attempt recovery of the damages from the Company.

Very truly yours,

P. W. Schneider
State Game Director

PWS mk

REFERRED TO
Mr. Williams
By State Highway Engineer

[illegible]
~~[illegible]~~

Please prepare an answer.

RECEIVED
AUG 1[illegible] 1952
[illegible]
STATE HIGHWAY ENGINEER

Form E-1—10M—7-50

F-2411([illegible])

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1952

Section [illegible]

Kind of work Grading [illegible] Surfacing

Highway Lower Secondary

Section prefix 113-1015

Contractor J. [illegible] Co., Inc., [illegible]

Contract number [illegible]4[illegible]9-A

Date of contract ...., 19....

Date of completion July 31, 1952

Date work started [illegible], 1951

Estimated date of completion [illegible] 31, 1952

Amount of contract $105,[illegible]1.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $105,[illegible]1.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date $14,000.00, 105 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] finished grading today. A little clean up remains in the vicinity of the [illegible] at Sta. [illegible] 2.30.

Light posts were delivered to the project Wednesday evening. Small crew installing the last of the posts. Will have only painting left after this week.

NOTED
H. G. SMITH

RECEIVED
AUG 25 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed V E Greene

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.93	6.93		6.93	
Miles partially completed					
Miles completed	6.93	6.93		6.93	
Total estimated quantities		35,800	8,500	4,100	
Estimated quantities moved or placed to date		35,337	8,500	3970	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

State Printing Dept. 41608

RECEIVED
[illegible] 1952
FOR FILING

3439

Mrs Lewis

August 21, 1952

Mr. Dean Elliott
P. O. Box 571
Lakeview, Oregon

Dear Mr. Elliott:

Your letter of August 15, addressed to the Secretary of State, has been referred to this office for reply.

Our records show that on April 17, 1952, we received a copy of your claim filed with the Secretary of State against Spada Brothers on Contract No. 3439 in the amount of $263.74. On the following day we notified the Glens Falls Indemnity Company through Mr. John M. Coke, 1012 Yeon Building, Portland 4, that the claim had been received in this office. It appears to us that by filing with the Secretary of State you have taken advantage of the protection offered by the law.

Spada Brothers were declared in default on this contract on October 1, 1951, and the contract was completed by another contractor. The job at this time is expected to be completed about August 25.

The State does not make payments direct to claimants as it has no way of determining the exact amounts and validity of claims. The surety, however, is held fully responsible for the payment of all claims incurred in connection with the contract.

We suggest that you again bring your claim to the attention of the Glens Falls Indemnity Company through Mr. John M. Coke.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 18, 1952

Mr. H. B Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing for your attention, a letter from Dean Elliott, relative to claims on highway construction work.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

BY
Clerk, Filing Dept.

N.FL

ENC.

RECEIVED

/

P.O. Box 571
Lakeview, Oregon
8-15-52

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Could you please give me some information on the progress that is being made on the settling of the claims against Spada Bros. Construction Co. for work done on the Drakes-Creek-Adel section of the Warner Secondary Highway in Lake County.

The Contract No. on the job is 3439 your file No. is 3335.

Would appreciate any information you can give me.

Very truly Yours,

Dean Elliott

SECRETARY OF STATE
RECEIVED
AUG 18 1952
EARL T. NEWBRY

Referred to State Highway Dept.

[illegible]

[illegible]

RECEIVED
FOR FILING

THEODORE R. CONN
ATTORNEY-AT-LAW
WILCOX BUILDING
LAKEVIEW, OREGON

July 25, 1952

Glen Falls Indemnity Company
225 S. W. 4th Street
Portland, Oregon

Re: Claim No. 73 MP 10661K
Spada Brothers
Charles Cleland and
Henry O'Keeffe
D)L 6-28-51)7-19-51

Gentlemen:

I have been authorized by Mr. Cleland and Mr. O'Keeffe to offer settlement of their claim against Spada Brothers and the Inter-Dity Sand and Gravel Company for damage to their flume by reason of blasting operations in Deep Creek canyon for the sum of $2500.

I have been further authorized to institute suit if such offer was not accepted. Will you advise me as to whether or not this offer is acceptable?

Very truly yours,

Theodore Rex Conn

Theodore R. Conn

plb
cc: Oregon State Highway Department
Salem, Oregon

NOTED

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JUL 28 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
J[illegible] 1952
FOR FILING

July 2, 1952

Mr. Theodore R. Conn
Wilcox Building
Lakeview, Oregon

Dear Mr. Conn:

Attached to this letter we are returning an indenture between the State Highway Commission and Mr. Charles A. Crump covering encroachment of a portion of the Warner Secondary Highway upon the right of way of an irrigation ditch and flume owned by Mr. Crump in Lake County.

The signatures of two commissioners on any document to be signed by them is all that is required; however, the signature of Mr. Charles H. Reynolds has been secured as requested in your letter of June 26.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

THEODORE R. CONN
ATTORNEY-AT-LAW
WILCOX BUILDING
LAKEVIEW, OREGON

June 26, 1952

Mr. H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Sir:

Mr. Charles Crump has submitted to me for inspection the enclosed copy of agreement with you. In checking over the agreement, I find that it is prepared for signature by all of the commissioners and acknowledged by all commissioners, but it is not properly signed by all of the commissioners.

Would you please submit this for the signature of Chas. H. Reynolds and have him properly acknowledge it before a notary public and return it to me for delivery to Mr. Crump.

Very truly yours,

Theodore R. Conn

Theodore R. Conn

plb
Enc.

BY SECRETARY

Forward to Mr Reynolds for signature -

RECEIVED
JUL 7 1952
FOR FILING

file

June 27, 1952

Mr. Charles H. Reynolds
La Grande, Oregon

Dear Mr. Reynolds:

Attached is the original and one duplicate copy of an "Indenture" between the State Highway Commission and Mr. Charles A. Crump covering an encroachment of a portion of the Warner Secondary Highway upon the right of way of an irrigation ditch and flume owned by Mr. Crump.

You will note that Mr. Chandler and Mr. McIver have signed the papers, but Mr. Crump's copy was returned to us by Mr. Theodore R. Conn, a Lakeview attorney, with the request that your signature be added.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

Enclosures 2

RECEIVED
JUN 26 1952
FOR FILING

June 23, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Lakeview Building Material Company against Spada Brothers for materials furnished in the sum of $13.35 on State Highway Contract No. 3439 for grading and surfacing the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County.

This information is furnished inasmuch as the Glens Falls Indemnity Company appears as surety on the performance bond furnished with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Amerata & Schram
440 Mead Building
Portland 4, Oregon

Mr. John M. Coke
1012 Yeon Building
Portland 4, Oregon

Spada Brothers
8507 N. E. Columbia Boulevard
Portland 20, Oregon

NOTICE OF CLAIM

TO: THE STATE OF OREGON:

Notice hereby is given that the undersigned Lakeview Building Material Co., an Oregon Corporation, has a claim for materials furnished in the sum of $13.35 against the bond taken from SPADA BROTHERS, as principal, and GLENS FALLS INDEMNITY CO., as surety, for the work of grading and surfacing Drake Creek-Adel section of the Warner Secondary highway in Lake County, Oregon, under a contract with the State of Oregon No. 3439, an itemized statement of said claim being attached hereto.

Dated this 19 day of June, 1952.

LAKEVIEW BUILDING MATERIAL CO.,
an Oregon corporation.

By: R. L. [illegible]
Manager

LAKEVIEW BUILDING MATERIAL CO.
"Material for Better Homes"

Lakeview, Oregon April 11 1952

Spada Bros.

Terms: Net Cash. 8 PerCent interest charged on overdue accounts.

June 14, 1951	Invoice #47946		
5 Lbs.	White Lead		$ [illegible].00
2 Pcs.	3" x 5" -10' C Fir 40' @ .25		10.00
June [illegible], 1951	Invoice [illegible]		
2 Only	Hammer Handles	@ .40	.[illegible]0
July 9, 1951	Invoice #48166		
1 Only	Hammer Handle	@ .55	.55
	Total owed by Spada Bros.		13.35

ENDORSED
File No. 3342
Filed June 20, 1952
EARL T. NEWBRY, Secretary of State

RECEIVED
JUN [illegible] 1952
FOR FILING

June 23, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of June 20 to which was attached three copies of a claim filed with your office by Lakeview Building Material Company against Spada Brothers.

This claim is for building materials in the sum of $13.35 furnished to Spada Brothers on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County under State Highway Contract No. 3439, your file No. 3342.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 20, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Charles H. Foster, Attorney, Lakeview, and filed as of this date a notice of claim by Lakeview Building Material Co., for materials furnished in the sum of $13.35 against the bond taken from Spada Brothers, Principal, and Glens Falls Indemnity Co., Surety, for the work of grading and surfacing Drake Creek-Adel Section of the Warner Secondary Highway in Lake County, Oregon, under a contract with the State of Oregon No. 3439, our file No. 3342.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By E Libby
~~Clerk~~
Filing Dept.

NF:M
Enc.

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

6-21-52

RECEIVED
JUN [illegible] 1952
FOR FILING

June 3, 1952

Mr. John M. Coke, Attorney
Glens Falls Indemnity Co.
1012 Yeon Building
Portland, Oregon

Dear Sir:

I attach hereto a bill submitted by the Inter-City Sand & Gravel Co., together with a copy of a letter addressed to Mr. H. G. Smith, Construction Engineer of the Oregon State Highway Department, by Mr. Dean Swift, Assistant Division Engineer at Bend. This letter, I believe, fully explains matters pertaining to the billing, and in line therewith, I would appreciate your dealing direct with the Inter-City Sand & Gravel Co. in such settlement as you deem adequate.

If you would prefer to handle the matter differently, I would be pleased to hear from you in regard thereto.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me:lg
cc Mr. H. G. Smith

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2nd, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

Herewith bill from the Inter City Sand & Gravel Company in the amount of $2,100.45 for making the Drake Creek-Adel Section fit for travel after Spada Brothers defaulted on their contract. This work was done under the authority of the bonding company, as explained in Mr. Swift's letter.

Will you kindly transmit the bill to the bonding company, with the request that it be paid.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JUN 3 1952
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

FORM E-30X 25M 6-51 80116

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 29, 1952

SUBJECT:

RECEIVED
JUN 9 1952
OFFICE OF
CONSTRUCTION ENGINEER

To:

Mr. H. G. Smith
Construction Engineer
State Highway Building
Salem, Oregon

Dear Sir:

In the latter part of August, 1951, when the Spada Bros. walked off their Drakes Creek-Adel Contract, the road was left in an almost impassable condition including some drilled holes that were loaded and wired. In an effort to get the road in shape for traffic, as the hunting season was on and it looked like it would be considerable time before the contract could be renegotiated, I contacted the Bonding Company. They asked that we get the Inter City Sand and Gravel Company, who were crushing on the job at the time, to do whatever was necessary to place the road in shape for travel. This I did, and the Inter City Sand and Gravel Company shot the loaded holes, covered the coarse rock with screen rejects and did what blading and watering was necessary.

I now have a bill from the Inter City Sand and Gravel Company in the amount of $2,100.45 for this work. I am sending this bill on to you unapproved, as in my estimation it should be paid by the Bonding Company.

In checking over the bill with the resident engineer, it seems to be in order with the exception of the starting date. They were contracted and authorized to proceed with this work on August 21, and their bill shows two items prior to that date. Also, time is shown on their bill for an oiler on their shovel. The resident engineer states that at no time on the job has the Inter City Sand and Gravel Company ever had an oiler on their shovel.

Very truly yours,
W. E. Chandler
Division Engineer

By Dean Swift
DEAN SWIFT
Assistant Division Engineer

DS:md

Enc.
cc: V. E. Graue

May 19, 1952

Oregon State Highway Department,
Attention: Mr. Dean Swift,
Ass't Division Engineer,
Bend, Oregon.

Force Account Work Done on Drake Creek- Adel Section of Warner Valley Secondary Highway Aug. 17 thru Sept.8, 1951, Inclusive, per Attached Sheets.

		Admin.	Labor	Equip.	Total
Totals, as Detailed		14.50	415.42	1501.07	1930.99
Allowances, per Sect 8-5					
Labor	15%		62.31		62.31
SIAC, Contributed by Employer					
Road Constr:	312.17 @ 3.80 Less 50%		5.93		5.93
Quarrying:	103.25 @ 10.00 Less 50%		5.16		5.16
Plus 15% Allowance			1.66		1.66
Fed. Old Age Contrib.	1.50				
Fed Unempl. "	.30				
State " "	2.10				
	3.90 per 100.00		16.20		16.20
Plus 15% Allowance			2.43		2.43
Material & Supplies	5%	.72			.72
Equipment Rental	5%			75.05	75.05
		15.22	509.11	1576.12	2100.45

Original
To John M. Coke, Attorney
Glen Falls Indemnity Co
6-3-52

COPY

Force Account Work   Drake Creek- Adel Section   Warner Valley Secondary   To open up Road After Spada B Collapsed

Date 1951	Description			Hours	Rate	Charges Admin.	 Labor	 [illegible]
Aug.17	Haul & Spread Screen Reject Bunker to Road	5 Yd. Trk	Culwell	4	5.00			20.00
Aug.20	" " " " " " "	"	Culwell	2	5.00			10.00
	Phone Call from ISC&G Co Foreman Lakeview					1.31		
Aug.21	Shoot Holes left by Spada Bros	Powderman	Shirey	3½	2.25		7.88	
	" " " " " "	" Helper	Damman	3½	1.75		6.12	
	Clearing Rock From Grade Spada Bros.D-8 Dozer		Damman	2	1.75		3.50	
	Haul & Spread Screen Reject Bunke s to Road	5 yd trk	Culwell	2	5.00			10.00
	Water Truck Eugene to Lakeview	1500 Gal	Campbell	8/2	5.60/8.25		1.65	56.00
	Repair Work- Spada Bros Blade		T. Reese	8/2	2.30/3.45		25.30	
	" " " " "		Damman	2½/2½	1.75/2.625		10.94	
	Phone Call to Dean Swift Bend					2.00		
	" " " Mr. Dykeman Lakeview					1.50		
	" " " Mr. Bowman "					2.00		
	" " " ICS&G CO Foreman "					2.50		
Aug. 22	Foreman		T. Reese	8/2	2.30/3.45		25.30	
	Blade		Lake Co.	8/1¼	8.50			78.62
	Water Truck		Campbell	8/1	5.60/.825		.82	50.40
	Haul & Spread Screen Reject Bunker to Road	5 yd trk	Culwell	2	5.00			10.00
	Repair Work Spada Bros Blade & D8 Dozer		Damman	8/2	175/2.625		19.25	
	Centrifugal Pump with Hose & Fittings	3" Pump		9	.50			4.50
	Phone Call to Portland Spada's Surety					1.31		
	" " " " " " Attorney					2.78		
Aug.23	Foreman		T. Reese	8/2	2.30/3.45		25.30	
	Blade		Lake Co.	8/3/4	8.50			74.38
	Water Truck		Culwell	6	5.60			33.60
	Move and Reset Water Pump		Hughes	2½	1.75		4.38	
	" " " " "	½T Pickup	"	2½	1.10			2.75
	Water Truck		Campbell	8/1½	5.60/.825		1.24	53.20
	Load Screen Reject from Stockpile	1¼yd Shovel	Stork	5½	12.50			68.75
	Oiler on 1¼ yd Shovel		Sonney	5½	1.90		10.45	
	Haul & Spread Screen Reject	5yd Trk	Elliott	5½	5.00			27.50
	" " " "	4yd Trk	Todd	5½	4.50			24.75
	" " " "	6yd Trk	Culwell	1	6.00			6.00
	Labor		Hughes	4	1.75		7.00	
	Labor and Repairs to Spada D8 & Blade		Damman	8/2½	1.75/2.625		20.56	
	Centrifucal Pump with Hose & Fittings	3" Pump		15½	.50			7.75
Aug. 24	Foreman		T. Reese	8/2	2.30/3.45		25.30	
	Clearing Rock from Grade Spada Bros D8		Damman	2	1.75		3.50	
	Blade		Lake Co.	8/ 3/4	8.50			74,37
	Water Truck		Campbell	8/4	5.60/.825		3.30	67.20
	Load Screen Reject from Stockpile (1¼ yd Shovel)		Stork	8/2	12.50			125.00
	Oiler on Shovel (1¼yd)		Sonney	8/2	1.90/2.85		20.90	
	Haul & Spread Screen Reject	5yd Trk	Elliott	8/2	5.00			50.00
	" " " "	4yd Trk	Todd	8/2	4.50			45.00
	Labor		Hughes	8/1	1.75/2.625		16.63	

Force Account Work Drake Creek- Adel Section Warner Valley Secondary To open up Road After Spada Bros Collapsed

Description			Hours	Rate	Charges Admin.	 Labor	 Equip.	Total for Date
Haul & Spread Screen Reject Bunker to Road	5 Yd. Trk	Culwell	4	5.00			20.00	20.00
" " " " " "	"	Culwell	2	5.00			10.00	
Phone Call from ISCAG Co Foreman Lakeview					1.31			11.31
Shoot Holes left by Spada Bros	Powderman	Shirey	3½	2.25		7.88		
" " " " " "	" Helper	Damman	3½	1.75		6.12		
Clearing Rock From Grade Spada Bros.D-8 Dozer		Damman	2	1.75		3.50		
Haul & Spread Screen Reject Bunke s to Road	5 yd trk	Culwell	2	5.00			10.00	
Water Truck Eugene to Lakeview	1500 Gal	Campbell	8/2	5.60/8.25		1.65	56.00	
Repair Work- Spada Bros Blade		T. Reese	8/2	2.30/3.45		25.30		
" " " " "		Damman	2½/2½	1.75/2.625		10.94		
Phone Call to Dean Swift Bend					2.00			
" " " Mr. Dykeman Lakeview					1.50			
" " " Mr. Bowman "					2.00			
" " " ICSAG CO Foreman "					2.50			129.39
Foreman		T. Reese	8/2	2.30/3.45		25.30		
Blade		Lake Co.	8/1¼	8.50			78.62	
Water Truck		Campbell	8/1	5.60/.825		.82	50.40	
Haul & Spread Screen Reject Bunker to Road	5 yd trk	Culwell	2	5.00			10.00	
Repair Work Spada Bros Blade & D8 Dozer		Damman	8/2	175/2.625		19.25		
Centrifugal Pump with Hose & Fittings	8" Pump		9	.50			4.50	
Phone Call to Portland Spada's Surety					1.31			
" " " " " " Attorney					3.88			194.08
Foreman		T. Reese	8/2	2.30/3.45		25.30		
Blade		Lake Co.	8/3/4	8.50			74.38	
Water Truck		Culwell	6	5.60			33.60	
Move and Reset Water Pump		Hughes	2½	1.75		4.38		
" " " " "	T Pickup	"	2½	1.10			2.75	
Water Truck		Campbell	8/1½	5.60/.825		1.24	53.20	
Load Screen Reject from Stockpile	1¼yd Shovel	Stork	5½	12.50			68.75	
Oiler on 1¼ yd Shovel		Sonney	5½	1.90		10.45		
Haul & Spread Screen Reject	5yd Trk	Elliott	5½	5.00			27.50	
" " " "	4yd Trk	Todd	5½	4.50			24.75	
" " " "	6yd Trk	Culwell	1	6.00			6.00	
Labor		Hughes	4	1.75		7.00		
Labor and Repairs to Spada D8 & Blade		Damman	8/2½	1.75/2.625		20.56		
Centrifucal Pump with Hose & Fittings	8" Pump		15½	.50			7.75	367.6
Foreman		T. Reese	8/2	2.30/3.45		25.30		
Clearing Rock from Grade Spada Bros D8		Damman	2	1.75		3.50		
Blade		Lake Co.	8/ 3/4	8.50			74.37	
Water Truck		Campbell	8/4	5.60/.825		3.30	67.20	
Load Screen Reject from Stockpile (1¼ yd Shovel)		Stork	8/2	12.50			125.00	
Oiler on Shovel (1¼yd)		Sonney	8/2	1.90/2.85		20.90		
Haul & Spread Screen Reject	5yd Trk	Elliott	8/2	5.00			50.00	
" " " "	4yd Trk	Todd	8/2	4.50			45.00	
Labor		Hughes	8/1	1.75/2.625		16.63		

1951	Description			Hours	Rate	Admin	Labor	Equip.
Aug. 24	Labor		Damman	3	1.75		5.25	
Continued	Centrifugal Pump with Hose & Fittings	3" Pump		12	.50			6.00
Aug. 25	Foreman		Reese	10	3.45		34.50	
	Blade		Lake Co.	4	8.50			34.00
	Water Truck	1500 Gal	Campbell	8/5½			4.54	75.60
	Load Screen Reject from Stockpile	1¼ Yd Shovel	Stork	5	12.50			62.50
	Oiler on 1¼ Yd Shovel		Sonney	5	2.85		14.25	
	Haul 7 Spread Screen Reject	5 Yd Trk	Elliott	5	5.00			25.00
	Labor		Hughes	5	2.625		13.12	
	Centrifugal Pump with Hose & Fittings	3" Pump		13½	.50			6.75
Aug. 27	Water Truck	1500 Gal	Campbell	8/2	5.60/ .825		1.65	56.00
	Move & Reset Water Pump		Hughes	2	1.75		3.50	
	" " " "	½T. Pkup	"	2	1.10			2.20
	Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00
	Port. Air Compressor with Pipe, Hose & Fittings	315 CFM		7½	4.65			34.88
	Jackhammer	65 #		7½	.45			3.37
	Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25		16.88	
	" " " "	Ham. Man	Fisher	7½	1.90		14.25	
Aug. 28	Water Truck	1500 Gal.	Campbell	8/2½	5.60/ .825		2.06	58.80
	Move & Reset Water Pump		Hughes	1½	1.75		2.62	
	" " " "	½T Pk.up		1½	1.10			1.65
	Centrifugal Pump with Hose & Fittings	3" Pump		10½	.50			5.25
	Air Compr. Port. with Hose & Fittings	315 CFM		7½	4.65			34.87
	Jackhammer	65#		7½	.45			3.38
	Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25		16.87	
	" " " "	Ham. Man	Fisher	7½	1.90		14.25	
Aug 29	Water Truck	1500 Gal.	Campbell	8/3	5.60/ .825		2.47	61.60
	Centrifugal Pump with Hose & Fittings	3" Pump		11	.50			5.50
Aug. 30	Water Truck	1500 Gal.	Campbell	8/2	5.60/ .825		1.65	56.00
	Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00
Aug. 31	Water Truck	1500 Gal	Campbell	8/1½	5.60/ .825		1.24	53.20
	Centrifugal Pump with Hose & Fittings	3" Pump		9½	.50			4.75
Sept. 8	Shooting Boulde s in Creek	Pwd. Man	Shirey	8	3.375		27.00	
						14.50	415.42	1501.07

Description			Hours	Rate	Admin	Labor	Equip.	Total fo. Date
Labor		Damman	3	1.75		5.25		
Centrifugal Pump with Hose & Fittings	3" Pump		12	.50			6.00	442.45
Foreman		Reese	10	3.45		34.50		
Blade		Lake Co.	4	8.50			34.00	
Water Truck	1500 Gal	Campbell	8/5½			4.54	75.60	
Load Screen Reject from Stockpile	1½ Yd Shovel	Stork	5	12.50			62.50	
Oiler on 1½ Yd Shovel		Sonney	5	2.85		14.25		
Haul 7 Spread Screen Reject	5 Yd Trk	Elliott	5	5.00			25.00	
Labor		Hughes	5	2.625		13.12		
Centrifugal Pump with Hose & Fittings	3" Pump		13½	.50			6.75	270.26
Water Truck	1500 Gal	Campbell	8/2	5.60/ .825		1.65	56.00	
Move & Reset Water Pump		Hughes	2	1.75		3.50		
" " " "	½T.Pkup	"	2	1.10			2.20	
Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00	
Port. Air Compressor with Pipe, Hose & Fittings	315 CFM		7½	4.65			34.88	
Jackhammer	65 #		7½	.45			3.37	
Drilling Boulders in Creek	Pwd. Man	Shirey	7½	2.25		16.88		
" " " "	Ham. Man	Fisher	7½	1.90		14.25		137.73
Water Truck	1500 Gal.	Campbell	8/2½	5.60/ .825		2.06	58.80	
Move & Reset Water Pump		Hughes	1½	1.75		2.62		
" " " "	½T Pk.up		1½	1.10			1.65	
Centrifugal Pump with Hose & Fittings	3" Pump		10½	.50			5.25	
Air Compr. Port. with Hose & Fittings	315 CFM		7½	4.65			34.87	
Jackhammer	65#		7½	.45			3.38	
Drilling Boulders in Creek	Pwd.Man	Shirey	7½	2.25		16.87		
" " " "	Ham.Man	Fisher	7½	1.90		14.25		139.75
Water Truck	1500 Gal.	Campbell	8/3	5.60/ .825		2.47	61.60	
Centrifugal Pump with Hose & Fittings	3" Pump		11	.50			5.50	69.57
Water Truck	1500 Gal.	Campbell	8/2	5.60/ .825		1.65	56.00	
Centrifugal Pump with Hose & Fittings	3" Pump		10	.50			5.00	62.65
Water Truck	1500 Gal	Campbell	8/1½	5.60/ .825		1.24	53.20	
Centrifugal Pump with Hose & Fittings	3" Pump		9½	.50			4.75	59.19
Shooting Boulde s in Creek	Pwd. Man	Shirey	8	3.375		27.00		27.00
					14.50	415.42	1501.07	1930.99

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FORM E-30 25M 11-50 44701

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3439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1952

SUBJECT: Agenda Item 6-5-4

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Attached hereto is an unexecuted copy of an "Indenture" with Mr. Charles A. Crump, Adel, Oregon covering the encroachment of a portion of the Warner Secondary Highway upon the right of way of an irrigation ditch and flume owned by Mr. Crump, Lake County.

The original of the above "Indenture" has been retained in this office for the Commission's files and one fully executed copy has been sent to Mr. Crump.

Yours very truly,

Secretary

rn
Attach: 1

RECEIVED
JUN 3 1952
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 3385 Ends with: Contract# 3439

Continued on Reel 57

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ______ Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 4 day of August, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R Lewis